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Welcome

November 2015



IT'S WORTH THE WAIT

Steve Miller's Project One Ten was a labour of love – and hate – but the end result is stunning

Here in the *LRM* garage we all love Land Rovers. Conversations invariably revolve around our assorted fleet of Solihull's finest. But in the past few years the most talked-about Land Rover of all has been Steve Miller's One Ten. Back in 2008 he embarked on his mission to convert a battered old farm hack into a gleaming NAS-spec lookalike. It was a daunting task and it definitely had its ups and downs.

If Steve turned up in the morning with a broad grin, we knew he'd made some progress on his ambitious project. A frown meant something had gone horribly wrong. It was truly a labour of love – and hate. At times Steve wished he'd never started it. But he never gave up – and the end result is on this month's front cover.

It's a cracker, isn't it? Turn to page 44 for the full story. Who knows? It may even inspire you to try something equally ambitious.

“At times Steve wished he'd never started it. But he never gave up – and it may even inspire you too”

■ Back in the *LRM* garage, we all spend most of our time driving – or fixing – our venerable Land Rovers. But we don't just love the old stuff.

We take a keen interest in all developments from Lode Lane and Halewood. For example, this month Patrick gave the new Td4 Ingenium-powered Discovery Sport a real shakedown, putting it through its paces on- and off-road. Turn to page 54 to read all about it – and be prepared to be surprised.

■ At the other end of the spectrum, we feature the first 2.0-litre Series I in Scotland, which is still owned and driven by the same family. Full story starts on page 62.

Whatever you do this month, happy Land Rovering!

Dave

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PATRICK CRUYWAGEN
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Our Technical Editor explains how electric parking brakes work

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44

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Part 3: How to replace a load bay floor section

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1 The left-hand... **2** There's a hole... **3** Before you... **4** There's a hole... **5** You'll get the... **6** Before you... **7** There's a hole...

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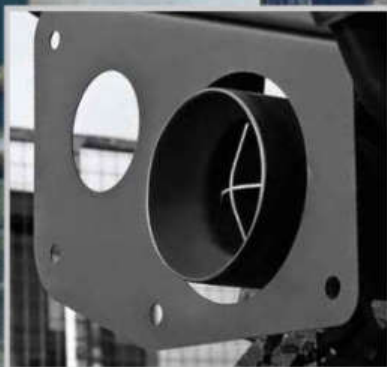




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UPFRONT

Land Rover news from around the world - compiled by Joe Diamond

LAND ROVER PROVIDES FLEET



LAND ROVER has delivered a fleet of 450 vehicles in preparation for the 2015 Rugby World Cup, this autumn.

The hundreds of Solihull-born cars will provide transport for match officials, support staff and VIPs during the 44-day competition, covering an expected total of 650,000 miles – enough to drive around the world 26 times.

The Discovery Sport will account for 80% of the fleet, with the remaining 20% comprising of the standard Disco, Range Rover and Range Rover Sport models.

To mark the handover of the final vehicle and celebrate its support of the event, Land Rover created a unique installation using 450 Land Rover keys – one

for every vehicle on the fleet – suspended in the shape of a rugby ball.

Land Rover, Fleet and Business General Manager, UK Jon Wackett said: “We are proud and excited to be supporting Rugby World Cup 2015 as the tournament returns to the UK. The Discovery Sport is the perfect vehicle to lead the fleet as its compact dimensions, flexible 5+2 seating and advanced connectivity features provide versatility and capability in equal measure.”

It would take only 289 Discovery Sport models to accommodate and ferry the 2020 participants in the tournament, across the 13 stadia and 41 team bases to be used by 20 international teams across the breadth of England and Wales.

The tournament begins on September 18, with the final being played at Twickenham on Saturday October 31.



HIGH TECH TRAILER



LAND ROVER is developing a see-through trailer concept to remove the blind spot created when towing a caravan or trailer.

Codenamed the Transparent Trailer system, it combines the video feed from the vehicle's existing surround camera system with a video from a camera on the rear of the trailer or caravan. The video feeds are then combined to create the live video images that make the trailer behind appear see-through – and which

appear live, in the rear view mirror.

Land Rover has also announced the development of the Cargo Sense smart phone app. The application allows drivers to monitor movement or load changes from within trailers via weight sensors. This system sends a warning to the dashboard to alert the driver to an issue with the cargo, or a horse, before it becomes serious. Live video footage from the camera inside the trailer could then be made available through the infotainment screen.



SOUTH AFRICAN EXPEDITION ENDS

LAND ROVER ambassador Monty Halls has completed his Shoals of Agulhas expedition in South Africa.

Marine biologist Halls led a fleet of Discovery Sports and Defenders on a 600 mile mission, with each vehicle carrying vital kit for the research trip.

The expedition took genetic samples from sharks and other marine life alike, which will be used in ecology studies for the South Africa Shark Conservancy.

Halls hailed the trip as a 'great expedition', with a 'great team and a magnificent spectacle'.



LETTERS
PAGE 16
All your views
on the Land
Rover scene



PRODUCTS
PAGE 24
What's new in
accessories, tools,
clothes and gifts



JAGUAR LAND Rover has announced its plans to build a new manufacturing plant in Slovakia. The announcement comes after JLR announced they have signed a letter of intent with the Government of the Slovak Republic, stating the new plant will be based in the city of Nitra, western Slovakia.

The factory is rumoured to be the new home of the next generation Defender, due to enter production in 2016.

In a press release, JLR claimed: "The move marks the next step in the company's strategy to become a more competitive global business by expanding its manufacturing operations into new international locations in the future.

"With its established premium automotive industry, Slovakia is an attractive possible development opportunity."

Despite the announcement, JLR reiterated its

commitment to its Solihull plant in the West Midlands, citing the UK as home of Land Rover.

"The UK is the cornerstone of Jaguar Land Rover's business. It remains at the centre of Jaguar Land Rover's design, engineering and manufacturing capabilities. Over the past five years, Jaguar Land Rover has employed more than 20,000 people, taking its workforce to more than 36,000 and invested more than £11 billion in new product creation and capital expenditure."

JLR recently invested over £500 million in a new Engine Manufacturing Centre in the UK, creating 1400 new jobs in the Midlands, and revealed plans to expand its advanced engineering and design centre in Coventry.

Plans have also been revealed for JLR to invest in the National Automotive Innovation Centre, based at the University of Warwick.



**475 BHP SUPER
DEFENDER
ZULU**

PRODUCTION HAS started on the second generation of what may be the world's fastest Land Rover – the JE MotorWorks Zulu Super Defender.

JE will build no more than 25 Zulus, each with a supercharged 475 bhp and 479 lb-ft V8, six-speed tiptronic gearbox and associated integrated chassis, suspension and braking packages.

The first car is a Defender 110 station wagon in Sonic Grey Metallic and will be completed in September. Any Defender derivative can be the base for a Zulu, in left- or right-hand-drive, and feature upgrades to all major components, plus aesthetic, safety and comfort features.

Prices start at £149,500. Customers can provide their own car, prices dependent upon vehicle's spec and condition, and individuals requirements. For more info go to www.jemotorworks.co.uk

NEWS BITES

DRIVER BLAMES SAT-NAV

THE OWNER of a Land Rover Freelander has blamed his Sat-Nav after getting stuck on a beach.

The unnamed driver was subject to a rescue operation on Brean beach, Somerset, after his Freelander got stuck on August 31.

Both car and driver were quickly consumed by a high-tide, before a local farmer used a tractor and tow ropes to pull him to safety.

KAHN SEEKS BRITISH FIRMS RENOWNED DESIGNER

Afzal Kahn has announced that he plans to produce a retro-style racer, codenamed Speed 7, and is calling for British firms with a passion for classic motorsport to collaborate.

Interested parties should email speed7@kahndesign.com for a meeting with Kahn.

P38A RANGE ROVERS WANTED

SECOND GEN Range Rovers with reg numbers M-CVC, are now being sought after as future collectors' cars.

There were a 100 M-CVCs at launch, and the CVC Register was formed for fans to keep in touch.

The group have morphed CVC Register into the newly formed Company Vehicles Collection Register, and look forward to embracing any factory registered Land Rover still alive.



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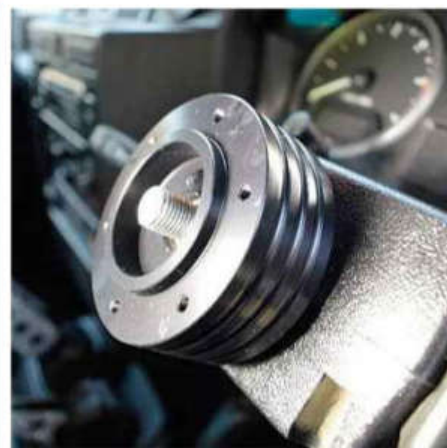
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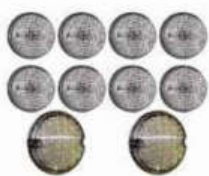


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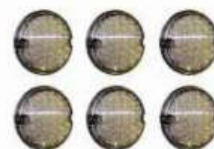
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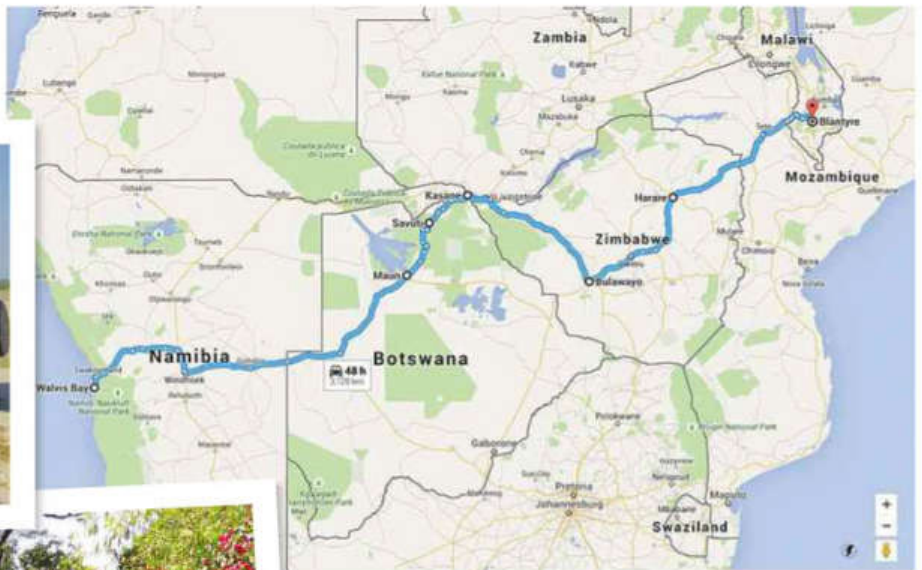
UPFRONT

... has been driving Land Rovers for over 40 years and drawing cartoons for *LRM* since issue 2. He lives in Epping Green, Essex.



Readers' Letters

UPFRONT



TIMELESS DEFENDER

OPEN ARMS Infant Homes is a UK-registered charity that has been operating in Malawi for nearly 20 years. We specialise in taking newborn infants, nurturing them for the first two years of their lives before replacing them within the extended family where they are subsequently monitored and supported.

In your excellent magazine of June 2014 you featured a story on factory-fresh 1998 Defenders. At that time, our faithful workhorse in Malawi was a 1994 Defender registering 440,000 km on the clock. She had been donated as an eight-year-old in 2002. I had always wanted to replace her with a more recent 300Tdi. There is very little support for more advanced engines management systems here so I had ruled out a new Defender for the home.

I mentioned this to some of my Land Rover pals in the UK and one of them wrote immediately about the Defenders featured in your article. With the help of the same group of friends, the Land Rover was purchased from Auto Defiance Limited of Flint, in North

Wales. I told them I would be driving the vehicle from Namibia to Malawi and they changed and replaced all of the parts that required such action, although the vehicle had only done 2400 miles since production.

Britcom of Market Weighton stored the vehicle for me and arranged the shipping. A pal of mine allowed me to piggyback the Landy in the back of a large truck that he was exporting to Zimbabwe. His agent at the other end was equally helpful, so the whole process of exporting a vehicle from Europe to Africa was made very easy for me.

My great friend Dr Bob Spain of North Yorkshire flew out to meet me in Walvis Bay, Namibia, in early May. After three days of waiting, chasing papers and documents, we set out for the 3500 km trip to Blantyre. It took two weeks, visiting National Parks and other places of interest on the way.

The road between Maun and Savuti in northern Botswana, about 180 km of very deep sand, was a good challenge for the Land Rover. We encountered a number of stuck overlanders but the Defender was

faultless. The extra ground clearance was a very great advantage over the Toyotas and Nissans that we encountered.

After a tour around Zimbabwe and a short trip through Mozambique, the vehicle is now safely in Blantyre and awaiting registration. It will be of tremendous use carting supplies and kids between our two homes in Blantyre and Mangochi.

I am regularly stopped by people wanting to know how this vehicle is still in such good condition. A couple of South Africans actually offered to buy it on the spot – and they were very serious.

I agree totally with the author of the article when he said that these vehicles were exactly what a Land Rover ought to be.

Neville Bevis
Open Arms Infant Homes,
Blantyre, Malawi
(www.openarmsmalawi.org)

Wouldn't it be wonderful to own a time capsule and return to that golden era when 300Tdi Defenders were in production? – Ed.

SHIVER ME TIMBERS!

MY HUSBAND, two sons and myself all own Land Rovers. I like to think of us as a typical Land Rover-owning family, but I do hope other owners haven't suffered the same problems as us when it comes to insuring our pride and joys.

The long phone calls to reputable companies start off well, until the word 'modification' is spoken. We recently bought a 1991 Range Rover Classic diesel, but as the original V8 petrol engine had been swapped for a 300Tdi, various companies were not interested.

Next vehicle to insure was our 1958 Series II, a purpose-built breakdown truck. Information and details were all passed on in the phone call and payment was taken. Later we receive an email informing us that the policy had been cancelled as the Land Rover had a crane on the back. Well, yes, it has – otherwise it would not be a breakdown truck – something we'd mentioned in the original phone call to the company.

A lot of Land Rover models are personalised or modified to suit the owners and their needs. How do people get over this problem?

We found our answer at this year's Billing Show, where we met Tim Bishop from Heritage Insurance. Although he was dressed as a pirate at the time (he was in fancy dress) he listened and understood what we wanted and was able to offer us a range of policies.

*Sally Hammond
Horningtoft, Norfolk*

Better a pirate than a cowboy! – Ed



MEN CYCLING BADLY

My young family all love to pile into the Land Rover for any little excursion. But, recently, Richmond Park in London has attracted masses of cyclists who show a grossly offensive attitude to all drivers.

Road cycling has literally exploded in London and the South East, together with a collapse in simple Highway Code consideration for others.

I have had cyclists turning left across my front, while I was indicating and turning right, and also hanging on to the side window frames of the Defender at speed.

I have had cyclists overtaking at stupid speeds downhill on the left and right at the same time, plus foul language, in front of my family, from blokes.

The last straw for me was the young lady who cycled through a red light from my right, as I was preparing to turn left at a T-junction on a green left filter. Arriving, on the green, I checked left and right, and to my horror she cycled right across my front, from the right, chatting on her smartphone. A dab on my brakes saved her life.

I am thinking of displaying this sign on my rear left crossmember.

*Graham Clifton
Kingston upon Thames*

Sadly, it's the same story in the countryside, Graham – Ed.

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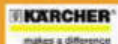
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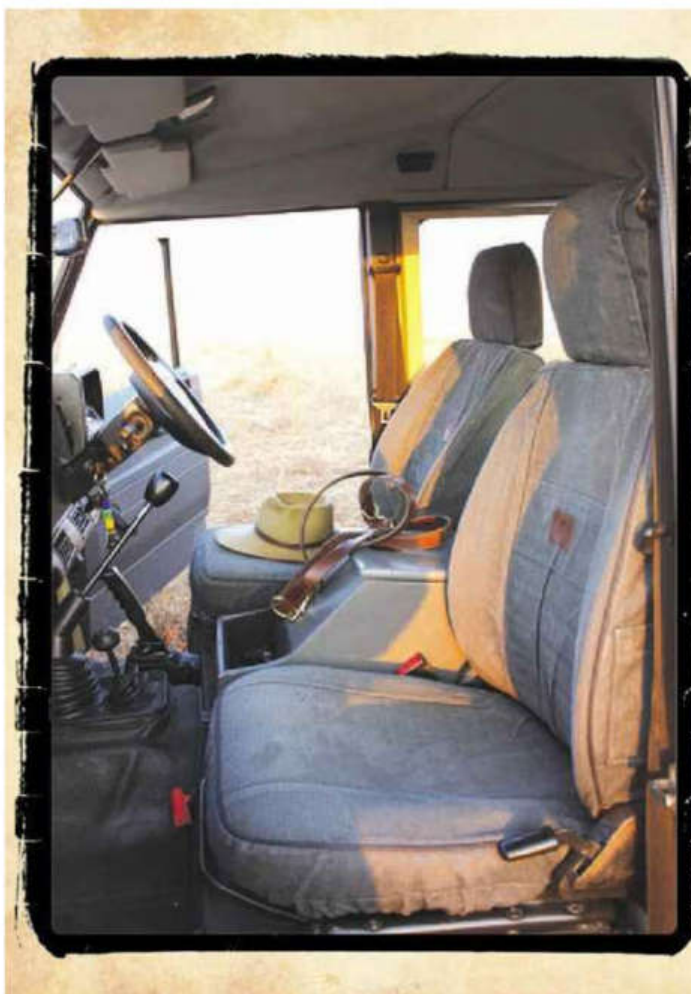


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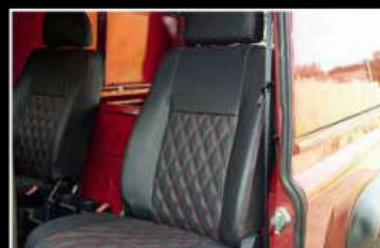


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Your Pictures

UPFRONT

Compiled by: Joe Diamond



It's often said that at the base of any strong relationship is a Land Rover. Calum Maynard and his girlfriend certainly think so.



Laurence Ede's Defender sits perilously close to the target his family of archers are aiming at. Note the apt registration plate.



Got air? Mark Watson and his Defender attempt an axle-twister high above the South African Highveld.



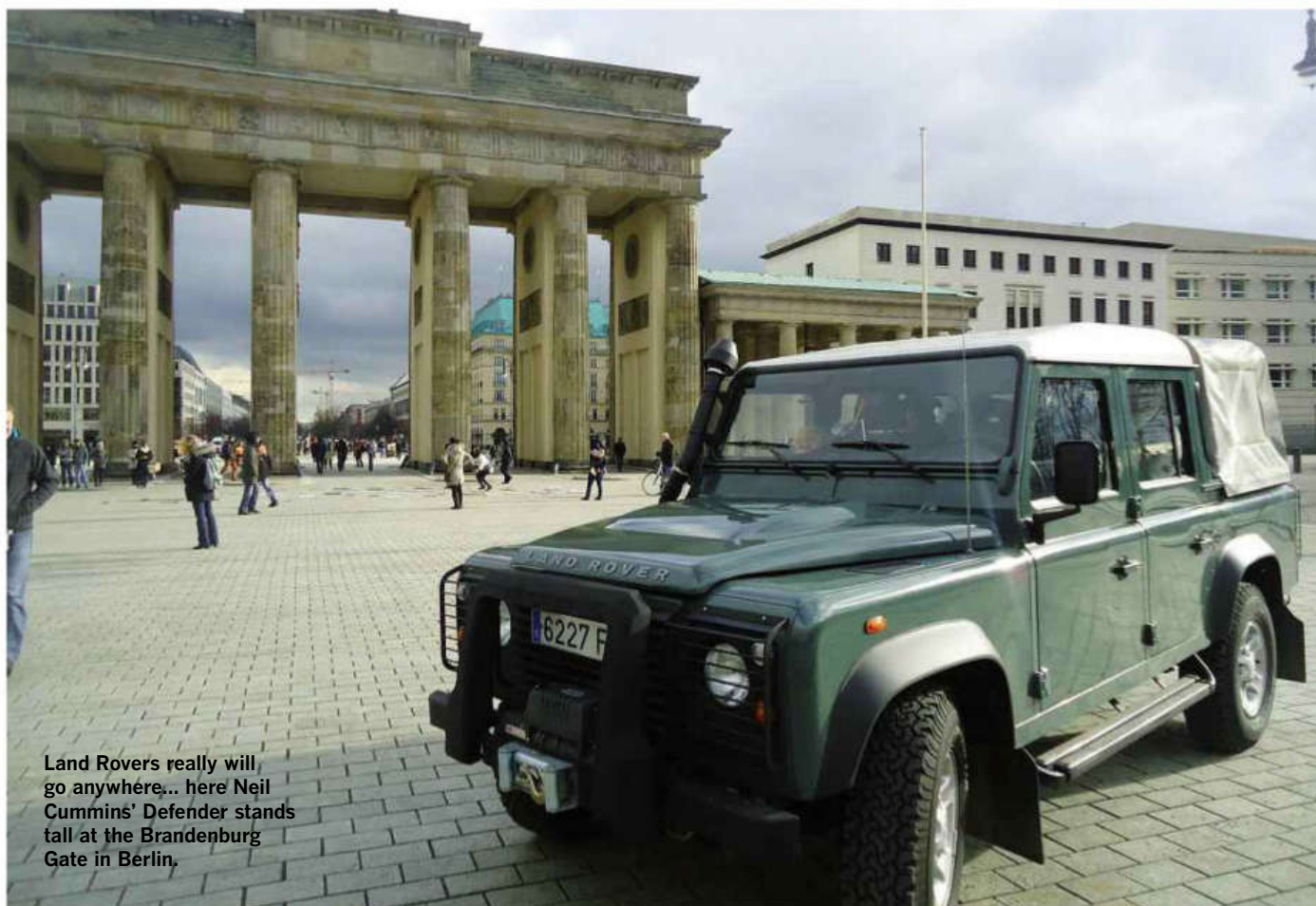
Adam Slingsby and his Freelander enjoy a spot of off-roading in the wilds of County Londonderry, Northern Ireland.



Kildare in Ireland is the home of many race horses. And local Sean Cunningham's beloved Defender is a real thoroughbred.



Bessi Jonsson's modified Defender looks lean and mean among the volcanic surroundings of Iceland.



Land Rovers really will go anywhere... here Neil Cummins' Defender stands tall at the Brandenburg Gate in Berlin.



John Cogan and family enjoyed a camping weekend in West Cork, Ireland – a trip in which their Defender 110 proved its worth.



Lee Trees saw this unique ice-cream van while on holiday in Ilfracombe, Devon. Of course he bought one from them.



Neil Trenerry's puppy is already a dogged Land Rover fan. By the time it's fully grown he'll probably need a 101 Forward Control.



This is Maggie. Named after an Australian Maggie. Nick Moir took this image in the Blue Mountains, near Sydney.



Chrisos Neocleous realised his childhood dream last year when he bought this Defender 90 for his 56th birthday.

Products

UPFRONT



◀ HEAD BOLT SET

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It's not a nice job, but sadly from time to time ripping an engine apart is required. Britpart can help put your engine back together again with confidence however thanks to their latest head bolt set. The bolts fit the Freelander 2, Range Rover Evoque and Discovery Sport.
www.britpart.com

▼ KLEAN KANTEEN GROWLER

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www.heinnie.com



▲ DEFENDER X-LANDER FRONT GRILLE

PRICE: £399.00

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www.chelseatruckcompany.com



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www.britpart.com



▲ 1:32 HERITAGE MODEL

PRICE: £19.99

With production of the current Defender coming to an end pretty soon, Britains have announced they will produce 5000 limited edition models of the run-out Heritage Edition. Painstaking attention to detail is complemented by a Grasmere Green metallic paint job. This is a fitting tribute to a UK motoring icon.
www.tomy.com



INFRARED SPOT THERMOMETER

PRICE: £42.42

The days of burning yourself under the bonnet are over thanks to this new high-resolution thermometer by Laser Tools. Temperature can be shown in either °C or °F. Measures in the range -50°-550° C (-58°-1022° F), and is powered by nine volt battery (supplied).

www.lastertools.co.uk



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www.bearthmach.co.uk

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www.lasertools.co.uk

REEBOK DAUNTLESS 8" LACE UP

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Autumn is coming, so bring on the mud, and these new boots from Reebok. Comprised of Suade and Ballistic Nylon, they promise to comfortably take you everywhere your Land Rover does and beyond.

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Naff lighting can be the bane of any camping trip, so it's wise to pick carefully, for example this Viper Lantern. As part of Oase Outdoors' Easy Camp range, the cone-shaped Viper Lantern is powerful as well as stylish, with 16 hours of light guaranteed from its 19 LEDs. The lamp has high and low settings.

www.easycamp.com





TESTED

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IF YOU are happy with your GPS and you have used it to navigate across Botswana's Makgadikgadi Pans and greenlanes all around the UK, then why try something new? That's how I felt when the Satmap Active 12 sports mapping GPS landed on my desk. I took a week just to open the box and now after using it for a month I cannot ever imagine using anything else.

I lead a pretty outdoorsy lifestyle and am at my happiest when biking, running, hiking or Land Rovering in the countryside. I need a GPS unit that suits my lifestyle and that is exactly what the Satmap Active 12 does. When mountain biking along some new routes in Wales I just used the provided bike bracket and off I went. I won't ever have to physically carry an Ordnance Survey map with me again. All I had to do was decide on whether I wanted to insert the 1:25K or 1:50K UK map SD card. Simple as that. It takes away the fear of adventuring or exploring in new areas.

Now I know what some of you are thinking. What about battery life? There is a very good reason that the Lithium Polymer takes 12 hours to charge up and that is because it lasts forever. I used it without the cigarette charger while out laning for the day as a test and I did not have to use any back-up batteries. For those away from a recharging point you can either take along a

spare LiPol battery (£30) or else buy the AA battery caddy and take along some spare AA batteries.

The 3.5 inch screen is a good size and there is a little backlight boost button for when using it at night. I'm going to be honest here and admit to not reading the instructions, but I was easily able to save tracks and create new routes. I've just moved into a new village and the Active 12 has been on all my exploratory running adventures with me. When I tell my wife where I've been she is quick to comment how she cannot believe that I don't get lost. Maybe one day I'll tell her my secret.

I've had a look online and Satmap have hundreds of specialist maps that one can use with the device. So if you want to explore London, Ben Nevis or a specific county, they have that specific map for you. They also have detailed maps for Europe, useful if you are planning a trip to the Alps. Maybe in the future they will have decent mapping for popular Land Rover destinations such as Morocco or Algeria?

The device has Bluetooth so if I wanted to share points of interest or routes with others I can. The screen cover can be replaced if damaged and for those using it in the rain or mud you can purchase a protective carry case for it. No more excuses for not knowing where you are or what altitude you're at.

LRM REVIEW

REVIEWER:
Patrick Cruywagen

PRICE:
£400

WHAT WE LIKED:
Clarity of screen, size of screen, battery caddy, battery life, flexibility of use

WHAT WE DID NOT LIKE:
Nothing

SIZE:
Specialist size mapping

WEBSITE:
<https://satmap.com/>

RATING: ★ ★ ★ ★ ★



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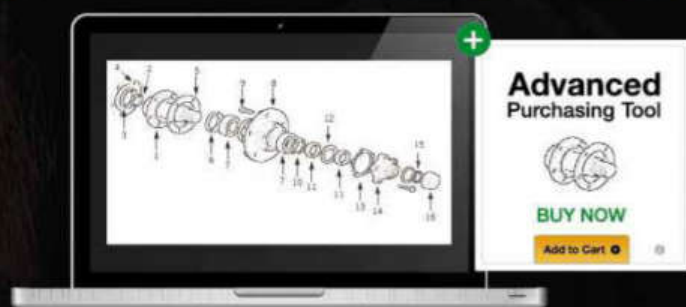
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FRANK ELSON

Frank has been involved with Land Rovers for more years than he cares to remember. These days he drives a P38 Range Rover.

Show business

This is the first chance I have had to write a column about Billing 2015, so here goes. Since the beloved Marjorie and I sold our caravan we have been staying at a nearby hotel during the period of the show. Nearby, but not near enough. This year we managed to get into the Premier Inn situated at the entrance to the Aquadrome – and we found that this was a lot better for us to enjoy the longer days after the show is officially closed.

Of course Billing is all about Land Rovers, but as well as walking around looking at these wonderful automotive creations, it's also about the people. So, with apologies to anyone missed out...

We arrived, in BiBA, my extremely comfortable Range Rover P38 on Thursday afternoon and, that evening went for a meal with our very good friends George and Pat Simmons, from California and Charlie and Hazel Thorn, who need no introduction to anyone reading this mag.

Later that night, after a very nice meal where, I believe, the subject of Land Rovers may have been mentioned, we had a bit of a drive around the showground and camping area where we bumped into Ray and Linda Cohen and their son Sam. We first met Sam, and then his parents, ten years ago and we have been Billing friends every since. Ray owns one of the finest refurbished Series IIs I have encountered.

BiBA was to be one of the 25 Land Rovers displayed on the LRM stand this year, so I was down at the stand at around 08.30am to find Dave Phillips. He'd gone wandering off somewhere, but his Lynn was there on duty. So we all sat in the morning sunshine until others turned up.

My Marjorie took her time, as befits a lady, and we strolled the showground meeting and greeting various friends. In no particular order there was Dave Mitchell and Dave Barker who are always good for a laugh and chat about, well, Land Rovers mainly. Then I bumped into one of my oldest off-roading friends, Larry Byrne, who was working with winching legend David Bowyer.

Arena supremo Diana Tigwell – the voice of Billing – gave me my job for the weekend, which was to be a Billing Ambassador. Myself, and an unspecified number of other

people, were presented with a handful of Certificates of Merit, which the organisers wanted us to place on the windscreens of any vehicles we saw that stood out.

Yeah, right, at Billing! Guess what? Yes, there are a few thousand Land Rovers all deserving of a Certificate of Merit. So if you are one of the five people who found one of my certificates on their windscreen, believe me I really, really, really liked your motor!

The first one jumped out at me when Marjorie and I called on Sue and Ian Foster at the Lightweight Club stand for a cup of tea. Sue swears we can hear the kettle being turned on. Anyway, the first one went to a Lightweight and trailer in sand camouflage, an absolutely spot-on, excellent machine, owned by Alvin Plummer.

After laughing when Diana Tigwell sat in a very bling six-wheeler Defender that refused to start, we barely had ten minutes to chat to Franc Buxton, who owns a Range Rover Classic into which he shoehorned a Sport engine and is, as you might have guessed, a bit of a Range Rover expert.

Then Elwyn Yorke and Michael Dyer turned up – just as we had to go somewhere else. This is the way Billing plays out a lot. You wait all year to talk to an old mate and then have five minutes with him.

Talking of Range Rover Sports... another of my certificates ended up on the windscreen of an amazing Sport with a truly wonderful paint scheme – I never

did find the owner but he or she will have found the certificate when they got back to the motor. Hope they like it.

Over at the Polybush stand (more tea!) for a chat with Hayley Smith, who is sales manager, and Anthony Kidd who does something with websites – both lovely people to talk to about... er... polybushes and Land Rovers, and they had an immaculate Series III on their stand built by Gary Tuffnell. Everything nicely turned out, understated but lacking nothing in comfort and essential modifications. It just had to have one of my Certificates of Merit.

Blimey, I've run out of space on my page and not told you everything. But the Billing Show is like that – so much going on that three days isn't really enough. I'll tell you a bit more about it next month.

"We always have a good laugh with our friends and chat about, well, Land Rovers mainly"

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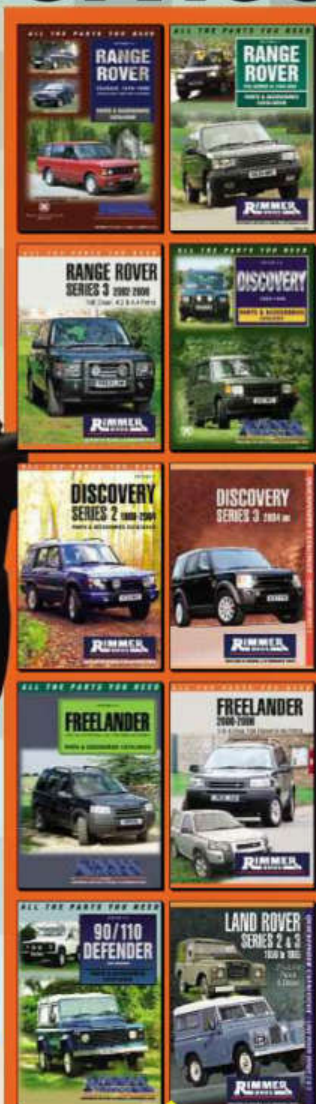
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DAVE PHILLIPS

Land Rover writer and enthusiast Dave has experienced all aspects of the Land Rover scene in every corner of the world

Why are Land Rovers green?

A few weeks back, I overheard a conversation between a dad and his lad. They were at the Billing Show, watching a procession of Series Land Rovers parading around the arena when the boy, aged about ten, piped up: "Why are they all green, Dad?"

Dad scratched his head and thought about it, then admitted: "I don't know, son."

I wonder if he Googled it when he got back home? I did. "Why are Land Rovers green?" I typed – and got a lot of entries for companies selling green paint for Land Rovers and even more for traders selling green Land Rovers. There were several adverts for greenlaning holidays in your Land Rover and several more for the green credentials of Land Rover's latest CO2-frugal creations. But I could find no explanation for why so many Land Rovers were – and still are – painted green.

Embarrassingly, I don't know. Nor do my Land Rover-savvy mates. But what puzzles me most is why I'd never questioned it. I suppose we are all guilty of taking the obvious for granted.

I seem to recall that very early Land Rovers were painted green because the Rover company just happened to have a stash of military paint kicking around the Solihull factory after the second world war (during which it had been building Bristol Hercules aeroplane engines).

Perhaps the colour green has just stuck, ever since? If so, it has done so against all odds. Green is probably the most unpopular colour in the spectrum – not just for cars, but for the fashionable and superstitious, too.

Black, grey, silver and white paint account for over 70 per cent of all new cars. Green accounts for just one per cent, according to paint manufacturers, DuPont. Brown and red (6 per cent each) and blue (7 per cent) fare much better.

Green has been regarded as an unlucky colour for thousands of years. In Celtic tradition, it was associated with death. Green was also the colour used to depict dragons, ogres and most mythical monsters, including the Devil.

But that's no excuse for less superstitious modern society – especially when it comes to motoring. You'd have thought

that the success of British Racing Green in the last century would have helped change perceptions.

If an inquisitive youngster asks you why cars are painted in British Racing Green, I can help you. It's because when Great Britain started competing in international motorsport in 1902, the colours of our national flag (red, white and blue) had already been taken up by other nations (America, Germany and France). So when Britain hosted its first event in Ireland (then part of the UK) it chose green as its colour as a mark of respect to the host nation.

So now you know. And if you just happen to know why so many Land Rovers have been painted green, please let me know.

■ Talking of colour, the hue of your car is probably more important than you think when it comes to selling it. According to a new survey carried out on Google (UK), the top ten most important considerations of new car buyers was (in this order):

1. Price
2. Fuel economy
3. Colour
4. Insurance grouping and cost
5. Safety
6. Performance
7. Manufacturer
8. Size
9. Quality
10. Engine size

That's right – colour is more important to most buyers than the

model, performance, size or quality.

Can you imagine going into a car dealer and telling the salesman: "I don't care what it is so long as it's blue, does 40mpg and costs less than £7000?" No, nor can I.

■ Meanwhile – and still on the subject of new cars – I'm delighted to learn that Land Rover came second in the 2015 J D Power customer satisfaction survey, scoring 767 out of a possible 1000 and bettered only by Volvo (779). Audi (762), Mercedes (756) and BMW (754) were left trailing.

It's all a far cry from the bad old 1990s, when Land Rover regularly finished rock bottom. We may not always approve of Land Rover's latest offerings, but you have to admit they're very well made.

"If you happen to know why so many Land Rovers are painted green, please let me know"

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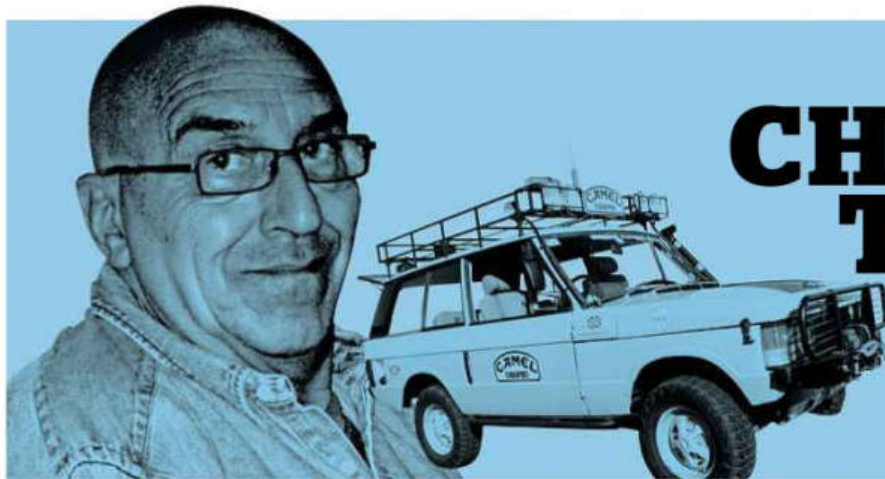
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CHARLIE THORN

Off-road expert and ex-*LRM* contributor is back in the seat once again to talk about anything and everything Green Oval.

Ralenti! (Steady, Frenchie)

I don't know what it's like where you live, but round my way on the motorways I've noticed just lately that foreign lorries seem to be going really fast here in the UK on our roads. Where I'm based in Kent, especially where they have Operation Stack on the M20 (when our French friends decide they want to take a break and barricade the terminal at Calais), some of these trucks are clearly breaking the law as they leave Kent and head up country.

A few years ago the Eurocrats (some refer to them as Eurocraps) ordered a Euro-wide speed limit for HGVs set at 90 kph (about 56 mph). All of the haulage companies had to have speed limiters installed in their trucks. Having held an HGV licence for a good many years myself, I think our drivers and operators stick to this law pretty much here in the UK. But sometimes, especially when I'm in my old two-door Range Rover, I have a hard job keeping up with some of the trucks that have come over from the continent.

Recently whilst cruising on the M20 and M2 motorways, both of which lead to Dover Ferries and the Channel Tunnel, we have taken to falling in behind these monsters and checking just how fast they are going, and we are amazed at some of the speeds they are capable of. It's insane because at 75 to 85 mph these huge trucks are clearly out of control.

■ Wasn't this year's Billing Show a blast? It was just like the old days with packed aisles in the Aquadrome when I managed to grab a few minutes over there on the Saturday. The hardest thing was making my way in and out again from the arena just to have a chat with ringmistress Diana.

Ed Arrowsmith whose dad Richard designed and owns the off-road course was with me and we were bumping into a lot of the old Land Rover faces as we strolled through the crowds.

As usual I was busy with my old *LRM* marshals team on the Billing Off Road Experience course over the week. Me and some of the guys turn up on the Sunday before to set the course up with posts and stakes, and on the day before the event kicked on Friday at 09.00am we put up all of the signage and the 5000 metres of barrier tape. We managed

to make it a bit longer this year increasing it to a 2.5-mile lap by adding a wiggly section through the trees near the long lake.

The team has been together now for nine years, and we hold training days when we can. Most of the marshals have now got the NVQ Level 2 City & Guilds qualification in off-road driving and vehicle preparation, and the use of vehicle winches, thanks to the help of Tony Howland from Oakwood Specialist Training Ltd who helps with the training of the team. I am so proud of them all and the long journey we have all been on together.

I was asked to put a marshals team together in 2006 as *LRM* were taking over the Billing show. So I hit the phones and the Emyther machine and got some response and had the first *LRM* marshals training day in the Midlands. Slowly, but surely the lads gelled and we did that first show in 2007. Talk about a baptism of fire. In fact, it wasn't that – it was a baptism of water.

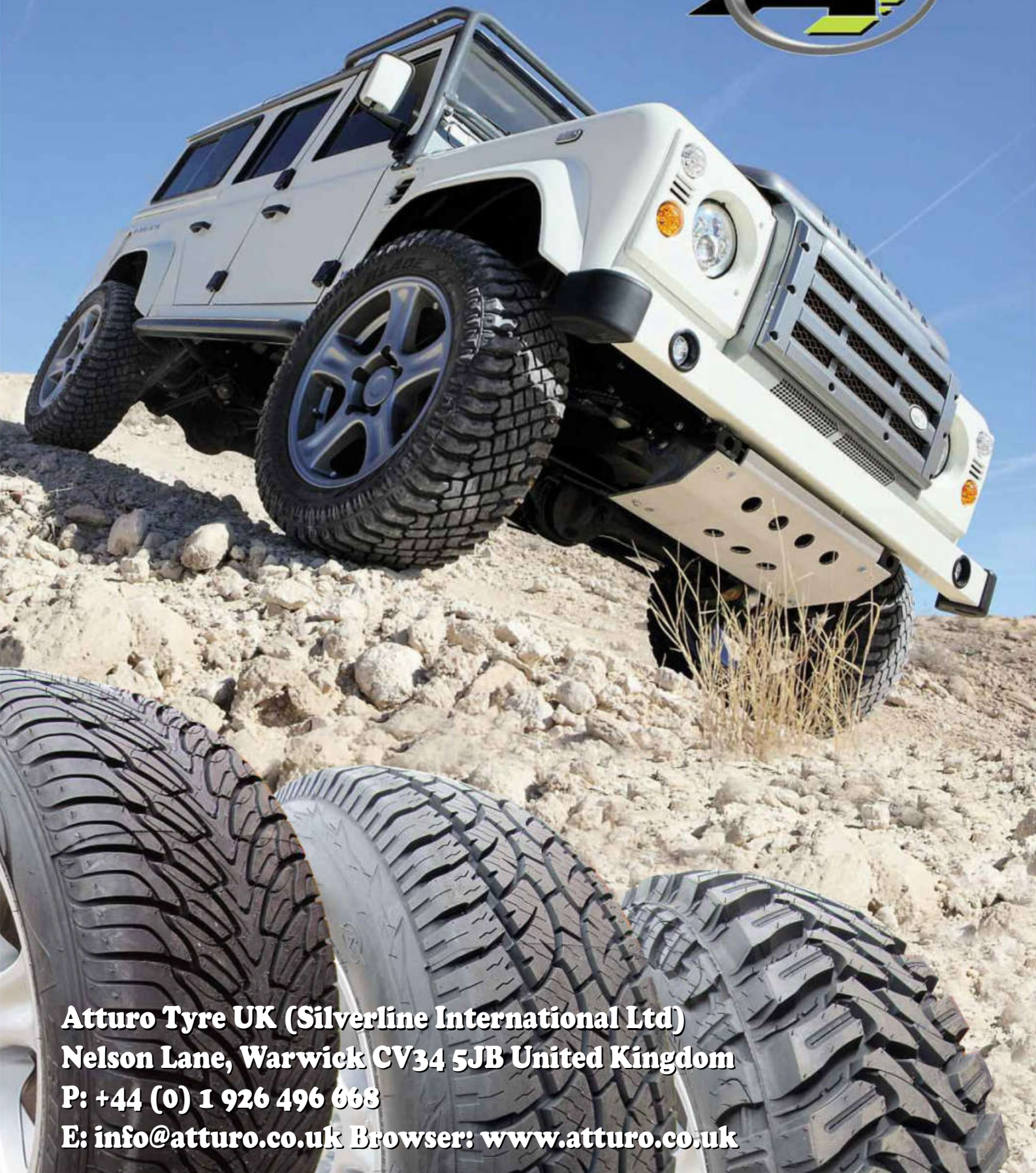
Unlikely, as you would imagine in July – to say it rained hard was a joke. The landowner told us we had two and a half months rain in 48 hours. I was there with the wife Hazel and young son Gareth at that first Billing Land Rover Show 25 years when the off-roading was on the old riverside course, but sadly it wasn't a happy day for me. As we left home early on the Saturday to head off to Billing, our postman came down the drive and handed me a letter. Hazel told me to shove it in the letterbox and to look at it when we got home.

But I had to open it. It was from the show organisers returning my booking and telling me that the off-road course was oversubscribed and I wouldn't be allowed to have a drive round it. I sulked and wanted to hide indoors, but fortunately I was overruled by the wife, who had packed a big load of food and young Gareth who was looking forward to a day out in the Range Rover I had back then.

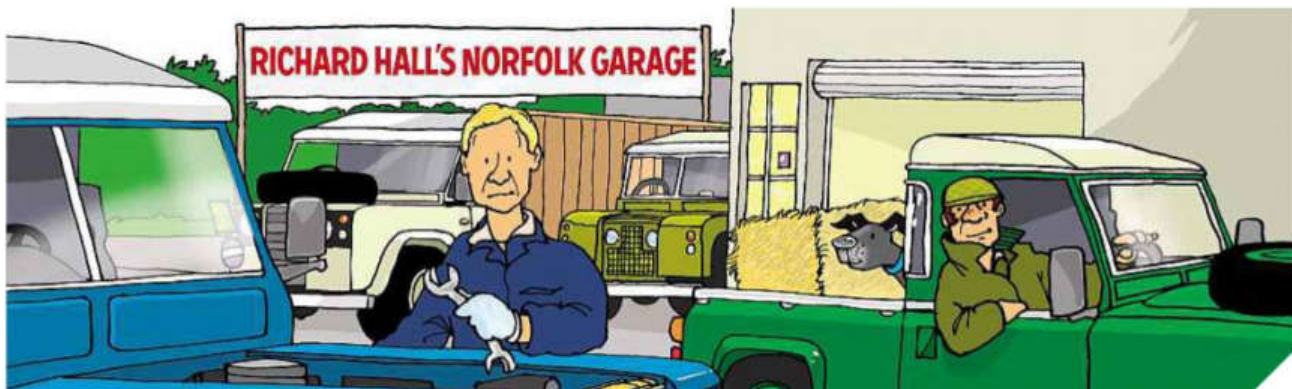
When we went over to the off-road course they were doing courtesy rides and Hazel and Gareth snagged a drive round in one of the new Discoveries that had not been out very long. Me? I was still sulking. So, I spit me dummy out and threw Teddy in the corner and refused to get in it. Stupid, really!

"When I'm in my old Range Rover, I have a job keeping up with the foreign lorries"

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2.25 diesel engine

BACK TO FRONT

There are some jobs that I seem to do virtually every week, but rebuilding a 2.25 diesel engine isn't one of them. It must be seven or eight years since I last built up one of these engines from a bare block – nowadays people usually replace them with either a 2.25 petrol or a 200Tdi. But I had a customer who wanted to keep his old diesel Series IIA 109 more or less original, so I set about building him an engine.

The one in the vehicle had what looked like a hairline crack in the water gallery above the core plugs: this is a weak spot on the 2.25 and can crack in very cold weather if the antifreeze in the cooling system is not up to strength. It is possible to have this kind of crack professionally repaired, but with plenty of undamaged blocks around it would only be worth doing on an utterly original, numbers-matching vehicle, or on one of the small number of prototype engines that were built.

In this case, after speaking to the customer I decided to bin the old engine and instead salvage one of the ones from my junk pile. This one had the advantage of the later, stronger five-bearing crankshaft. It had been removed following a fairly typical 2.25 piston failure, which had left bits of piston ring embedded in the crown. On stripping it I was pleased to find that the pistons and bearing shells were all standard size. The shells were almost unworn and the crankshaft unmarked apart from a slight wear ridge in the rear journal where the oil seal bears on it. All the other major components (conrods, camshaft, etc.) were in good order, and the overall condition suggested that this particular engine had not done a huge mileage.

The cylinder head turned out to be from a later 2.5 engine. This head looks externally identical to the 2.25 and will physically fit the block, but has recessed areas between the valves to compensate for the longer stroke of the 2.5 engine and keep the compression ratio the same. A 2.25 engine with a 2.5 head will just about run, but will be well down on compression, smoky, gutless and a poor



“Always use a genuine workshop manual for complicated jobs”

starter. Luckily I had yet another 2.25 diesel to strip, and the head on this one turned out to be perfect. So I sent the block and crank off to the machine shop, ordered a big pile of new engine parts, and with the rebored block firmly bolted to my engine stand I set about putting it all back together.

All went well until I came to set up the camshaft and pump timing. These engines have the camshaft driven by a long and rather feeble chain that tends to stretch with age. The toothed sprocket on the camshaft has an odd number of teeth and can be fitted in any number of six possible positions on the camshaft: the procedure is to slide the sprocket onto the camshaft, position the crankshaft at 108 degrees before top dead centre (BTDC) use a dial test gauge to position the camshaft with number one exhaust valve fully open, then see if

the chain fits precisely between the camshaft and crankshaft sprockets. If the camshaft has to be moved to tension the chain, the sprocket is on the wrong spline: remove the sprocket, refit it in the next position around and try again. The correct position is invariably the last one that you try.

First problem, then. How to position the crankshaft at 108 degrees BTDC? There is a timing window on the flywheel housing with a pointer which lines up with a mark on the flywheel. But my engine stand uses two of the holes for the flywheel housing bolts to support the engine, so there was no way I could fit the flywheel housing. At this point I had a flash of inspiration. I had a damaged flywheel housing from an early 2.5 engine with a timing window and pointer. I fired up the big disc cutter, took a slice out of the scrap flywheel housing to clear the stand mounting points, then bolted it to the engine along with the flywheel.

With the crankshaft correctly positioned I was able to time up the camshaft (sure enough, the correct sprocket position was the last one I tried). I then moved on to stage two: the drive gear for the injection pump. This is a skew gear in a plain bush, retained in the block via a grubscrew behind the oil filter housing. It is an absolute swine to fit. The gear has a double width master spline in it, which has to be positioned at 30 degrees to the engine centre line with the timing marks at 15 degrees BTDC. The gear rotates as it is pushed into engagement with the camshaft, and usually rotates the bush in the block at the same time so that the locating hole in the bush no longer lines up with the grubscrew hole in the block. It often takes two or three tries to find the correct starting point for the master spline so that it ends up in the 30 degree position with the gear fully engaged, and then you have to rotate the bush in the block until you find the locating hole and can fit the grubscrew.

To my surprise, this one dropped straight in, master spline at near enough 30 degrees (judged by eye) just as per the drawing in the (non-genuine) manual I was using. The hole in the bush was exactly where it should be and the grubscrew went straight in. The next stage was to set the pointer on the block for the pump timing, and for this I have

an old scrap injection pump with the timing window cover removed. This does exactly the same job as the official Land Rover tool: it is simply a question of engaging the pump drive with the splines, rotating the pump slightly until the A mark on the rotor lines up with the edge of the circlip in the timing window (see photograph), temporarily tightening the pump securing nuts, then positioning the movable pointer on the block to line up with the scribed mark on the pump flange. Tighten pointer securing bolts, remove scrap pump, fit good pump, align the marks, tighten nuts, job done...

But not this time – and what follows is a warning that when doing complicated and unfamiliar jobs like this you should always use a genuine Land Rover workshop manual. The timing marks on the pump were miles out. I consulted a different manual (the genuine one which I should have been following to start with) and found that the illustration I had followed in the first manual had been printed back to front.

So I had to remove the timing gear, reposition it, and this time the hole in the bush was out of alignment with the grubscrew and took a lot of fiddling to get right. I refitted my scrap pump and now the timing marks all lined up with the pump bang in the centre of the range of adjustment.

To be fair, this is the first time I have found a significant error in that particular manual. I tend to use it in preference to the genuine Land Rover manual for looking up specifications such as torque settings because it is smaller, easier to handle, and it doesn't matter if I get oily fingerprints all over the pages. But from now on I think I will stick to the official manual for more complex jobs.

Italian job

Plug the gap

MY WIFE'S 2006 Fiat Panda was due a service – and since it is a fairly simple little thing by modern standards I thought I would be able to get it done in under an hour.

All went well until I went to change the plugs. The inner two were buried close to the inlet manifold and one was stuck firmly onto the plug, and when I pulled the lead snapped close to the metal contact on the end.

I spent about an hour trying to put it all back together, but there was just no way the plug lead was going to let itself be fed back through the hole it had come out of. I was stuck 20 miles from home, at 16.30 pm on a Saturday afternoon with only a three-cylinder Fiat for transport.

Time to improvise. Apart from the unusually large rubber boot, the plug lead looked perfectly conventional. I had a rummage around and turned up a set of new leads that I had bought for a One Ten V8 (in the workshop with starting problems and a bad misfire under load) and although even the shortest lead was a little long I managed to route it clear of anything important, and to my great relief the little Fiat fired up on all four cylinders. So now my wife's car has a little bit of Solihull in it.

Anyone want a set of seven V8 plug leads?



I HAVEN'T been to the show at Billing for several years as it always seems to clash with something else. But this year I had the Saturday free, so I loaded Boris (the workshop basset hound) into the back of the One Ten and headed over to Northampton.

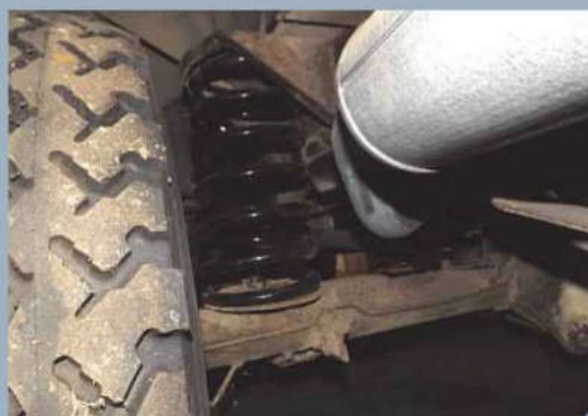
The last time I went I was a bit disappointed with the fairly small number of stalls selling useful second-hand bits, so I didn't take a lot of money. Big mistake. I could easily have spent a couple of grand this time – so many lovely, hard to find bits at reasonable prices.

I thoroughly enjoyed the day (Boris was less convinced although he found an abandoned burger, which perked him up a bit). Lots of fascinating vehicles to look at and a chance to meet up with some Land Rover-owning friends. Special thanks to Tom and his missus for a much-needed cup of tea and the chance to rest my weary legs for a few minutes. I'll be back next year, but with a big wodge of banknotes, a trailer and no basset hound.




RICHARDS HALL'S TRADE TIP: SELF-LEVELLING CONVERSION IS SO SIMPLE...

MOST HOME market 110 Station Wagons have a self-levelling unit on the rear axle. This is a pressurised strut bearing on the top of the rear axle and is designed to keep the vehicle level regardless of load. These units can fail with age, leaving the vehicle sitting down at the back. They are horribly expensive, even if you can find one, and an absolute pig to fit. Many export-specification Station Wagons left the factory without self-levelling: if you choose to do away with the self-levelling unit you will need to replace the rear springs and shock absorbers with standard One Ten items. Part numbers are RTC4639 (shock absorbers), NRC6389 (driver side spring) and NRC6904 (passenger side spring). Your insurer will need to be informed of the change as it is likely to be regarded as a significant modification.



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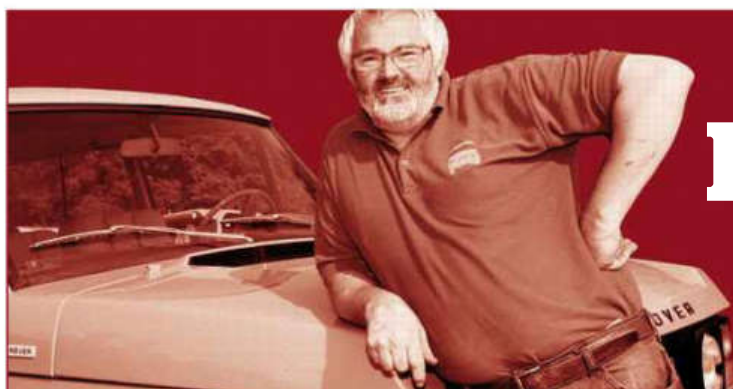
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7th ANNIVERSARY



Dunsfold Diaries

By Philip Bashall

WHO DARES, GRINS

Ex-military Land Rovers have an appeal all their own, says Philip Bashall



Most weekends I'll be busy with something to do with the Dunsfold Collection and at the moment the team and I are getting ready for the Goodwood Revival, which is featuring a special parade to mark 67 years of Land Rover production. I'll be part of the parade in our 1950 Bertam Mills Circus 80in – the bright yellow one that's rigged up to look as though an elephant is driving it! – and I'm thinking that I had better fit a larger fuel tank for those two-and-a-half mile laps of the Goodwood Motor Circuit...

Occasionally, though, I like to go off and do something for myself. As I write, I'm not long back from ten days at the fabulous War and Peace Revival show, which is held every year in Kent and has become the world's largest gathering of military vehicles. In the past I've taken Dunsfold vehicles down to exhibit, and I've done a bit of judging, but more recently I've booked a stall for myself and used it to sell off all the bits and pieces that I've accumulated over the years. It's great to be able to sit down, have a beer, do some bartering and chat with people, and generally chill out. It's my version of a holiday.

Military vehicles have always been a huge part of my life. My father Brian has owned them as long as he's had Land Rovers, and I've also owned and restored a great number of them, starting with a WW2 BSA M20 motorcycle when I was 16 and moving up through various Army trucks to half-tracks, armoured cars and a huge White 6x6 tank transporter. Obviously there's a great crossover with Land

Rovers, which are always popular because they represent a cheap way into the military vehicle scene.

There's great club support too: the Ex-Military Land Rover Association, the Military Vehicle Trust, and IMPS (Invicta Military-Vehicle Preservation Society) all have one hell of a following.

Now is the perfect time to buy an ex-Army Land Rover. The Army got rid of all its Series IIIs and older Defenders ages ago, but now it's also decommissioning its Wolf 90s because, with the latest radio kit, they're getting overweight. The MoD is keeping its Wolf 110 FFRs (Fitted For Radio) but getting rid of the 90s; a lot of what's known as the 'white fleet' – the vehicles used for non-combat duties – is now made up of regular saloons or pick-ups from other marques, which may be leased like any other company car.

The Wolf 90 was only made for two years, 1997-98, and in my opinion it's the mutt's nuts. It's a Defender on steroids, basically. It has a heavy-duty chassis with bash plates, uprated suspension, a safety-cell roll cage, 300Tdi engine, power steering – all the good stuff in one package. It's nippy on the road and I just love it. There are a surprising number of differences between a Wolf and a production Defender, and Wolf stuff can be quite expensive, but the vehicles aren't dear. Typically, a good Wolf is worth around 12 grand, but you can always get a rough one from £6000 and up, and improve it as you go along. That will get you into a show and into the scene, and then you trade up as and when you can afford it.

Facing page and clockwise below:
Defenders are the cheapest way to own
a military Land Rover – but you could also
consider a Lightweight or 101, or even a
genuine ex-SAS 'Pink Panther'.



The MoD uses specialist contractors to dispose of its fleets, and that's where you'll find the greatest choice. Remember that on top of the sticker price you'll have to pay VAT, and it won't be MOT'd or taxed, so you can't drive it home. Then you may end up having to replace the seats and the canvas if it's stood around for a while; brakes may be seized, the battery flat... You can easily spend another grand sorting out stuff like that. An alternative source is www.milweb.net, which is a website devoted to the buying and selling of ex-military vehicles and paraphernalia.

Owners seem to fall into two camps, if you'll pardon the pun. On the one hand there are the re-enactors, the people who like to recreate scenes from the Gulf Wars, and drive around in their 110 Hi-Cap Pink Panther lookalikes wearing keffiyehs and goggles. Then there is the jeans-and-T-shirt brigade, which is the side I'm on. I'll dress up in green clothing if I have to, if I'm in a parade or film, say, but my own view is that you go to a dog show to look at the dogs, not the owners – and it's the same with vehicles.

There's plenty of variety in the world of military Land Rovers: it's not all 90s and 110s. Interest in the 101 Forward Control seems now to have peaked, and it's a shame that so many have been butchered with diesel engines or LPG systems, because a standard 101 makes a lovely hobby vehicle. Then there are ambulances and radio trucks, which are ideal for converting into go-anywhere campers because of their insulated bodywork – not that I approve of camper conversions where the fittings are ripped out and extra windows inserted! Get a 101 radio truck and you have the best of both worlds; old radio vehicles are always popular because you can have lots of fun collecting all the kit – it's obsolete, so it's cheap.

But, of course, the military Land Rovers that everyone wants are the ex-SAS vehicles. There aren't many of them around, and the last time a batch was released was in 1984, when about 20 were disposed of. Those were Series IIAs, for the SAS didn't use Series IIIs. I'll never understand why they didn't upgrade the IIAs with later parts. The SAS IIAs would snap rear halfshafts like carrots and they could easily have re-equipped them with Series III Salisbury rear axles, but they didn't. Why on Earth not?

The SAS Land Rovers are known as Pink Panthers or 'Pinkies' because they were originally painted to match the pinkish sand found in Aden and Oman, where they first served: a colour that was arrived at by mixing a gallon of red oxide with lots of white paint, and sloshing it on with a brush. The name Pinkie stuck even when the 110 V8 was introduced, although the 110s were never painted pink –

**"A Wolf 90 is
the mutt's nuts – it's
like a Defender
on steroids"**



they were delivered in NATO Green and quickly overpainted in Sand.

While a good number of the 72 SAS Series IIAs that were built have survived into private ownership, that's definitely not true of the 110 V8s. The MoD didn't want them out on the streets and crushed almost all of them, something that makes me angry, since it was our tax money that was being wasted. Dunsfold has

two 110 V8s – one is on loan from the Regiment and the other came from Land Rover – out of the six that are known to still exist. I don't think we'll see more modern vehicles being released from now on, either, so no chance of getting your hands on a WMIK (Weapons Mounted Installation Kit) equipped 110.

Surprisingly, given the mystique that surrounds anything SAS, a genuine SAS Series IIA is not stupidly expensive at around £25,000. For that you'll get one equipped with all the (deactivated) weapons, too, which are worth a few thousand pounds on their own. Just remember to keep them covered up when you're out on the road.

Dunsfold Collection

THE DUNSFOLD Collection is not yet open to the public, but is hoping to establish a permanent museum. You can help make that a reality by becoming a Friend of the Collection for an annual subscription of £35. Visit www.dunsfoldcollection.co.uk to find out more.





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The Big Picture

UPFRONT





LANDY FEST, SOUTH AFRICA

HUNDREDS OF LAND ROVERS drove thousands of miles to attend the annual Landy Fest held at Soetdoring near Vereeniging in South Africa. Attendees enjoyed the 4x4 track, bush mall, cosy camping and Concours d'Elegance. The show ended when everyone formed up in a convoy to drive a few miles with legendary Land Rover adventurer Kingsley Holgate, who was on his way to the centre of Africa.

Photographer: Andrew Mc Fadden/BOOGS Photography



Pictures: Alisdair Cusick & Steve Miller

TRANSFORMED

After seven years, *LRM's* Steve Miller has finally finished his project to turn a battered One Ten farm truck into a NAS-style headturner





It was a Sunday afternoon in 2008 and I was bored. Idly, I took a look on eBay and found myself typing in Land Rover. I found a battered-looking One Ten that was only going for a few hundred pounds, so I half-heartedly put in a bid for £750 and forgot about it for a few hours. To this day, I don't know why.

I guess it's because I'd always loved Land Rovers. I grew up with them and, as soon as I learned to drive as a teenager, that's what I bought. But by 2008 I had other possibilities. I was living with my partner and my two-year-old son and working as an estate agent. My company car was a Vauxhall Vectra. I hadn't driven a Land Rover for years.

That evening I went back onto eBay – and to my surprise discovered my bid was successful. I told my partner that I was now the proud owner of a Land Rover.

"You're what?" she snapped. She wasn't pleased. We were supposed to be saving up to get married and a Land Rover wasn't exactly top of her priorities.

The One Ten, a 1983 V8 petrol hard top, was on a farm at Leatherhead, in Surrey. It was a 70 mile drive from my home in Bedfordshire and I arrived in darkness. It was already ticking over in the muddy farmyard. The farmer explained that he'd had to jump start it because the battery was flat. He also assured me it was a great little workhorse, that "just needed £200 of welding". So I handed over £750 in cash and arranged for it to be trailed back by a mate, a couple of days later.

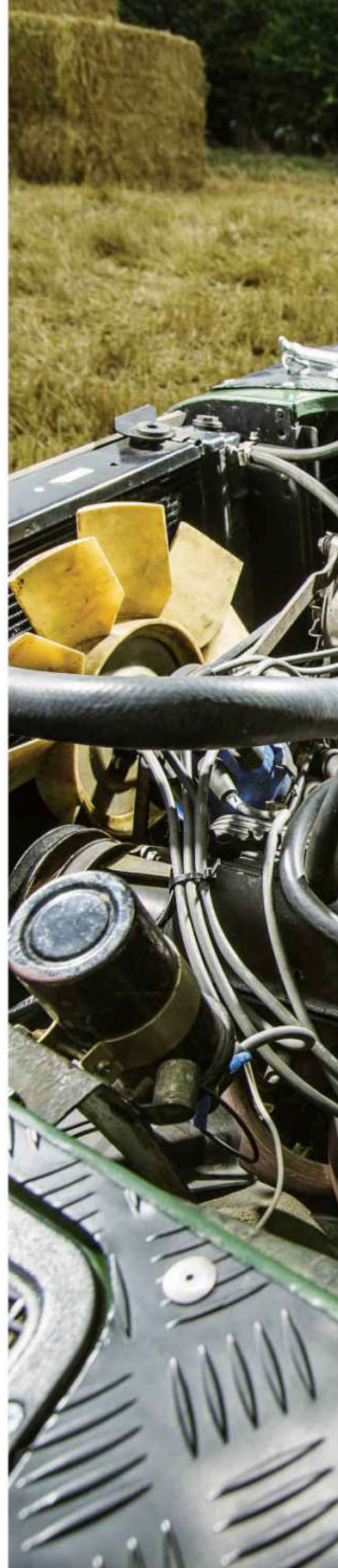
When it duly turned up my partner was unimpressed. I managed to start it and drove it all of six feet onto my drive before it cut out. It hissed at me just before it died. It would be seven years before I started it up and drove it again. But I didn't know that back then – and I'm getting ahead of myself. So back to the story...

The next day was a Saturday, so I got out on the drive to take a closer look at my Land Rover. It quickly became obvious that the "£200 of welding" was very optimistic. Feeling around under the thick layers of caked-on farm mud I made contact with flaky rust where there should be solid metal. The top of the chassis was in a poor old state.

But was I disappointed? Not really. Earlier that year at the Billing Show I'd seen a NAS-spec 90 in bright yellow with a canvas tilt. It was my dream Land

Above:
The once battered-looking 110 originally cost £750 from eBay

Right:
A high compression Rover V8 was sourced and installed in the 110



“To my surprise, my eBay bid was successful”



STEVE'S DIRTY DOZEN TIPS FOR PROJECTS

- 1 Don't throw anything anyway no matter how insignificant you think it may be. Some of the bits you won't be able to get any more – and you'll be surprised how much hundreds of new nuts, bolts and washers will cost.
- 2 Choose your project wisely. If it is too far gone, walk away. There are better ones out there that won't cost so much in time and money.
- 3 Don't start a project with no money in the bank. It will hinder your progress and motivation.
- 4 Whatever budget you have in mind, double it – and add 25 per cent for good luck!
- 5 However long you think it will take, double it – and double it again!
- 6 Taking a Land Rover to pieces takes up the space of four Land Rovers. You'll be amazed how much room it takes to lay out all the bits.
- 7 Be super-organised. Store everything away and work in an methodised manner, or you'll be overwhelmed.
- 8 Take plenty of reference photos along the way. Two years down the line you'll have forgotten how things go back together.
- 9 Make sure you have the official Land Rover workshop manual and parts book.
- 10 Try and leave the workshop on a (legal!) high after every session. You'll feel more inclined to return the next day.
- 11 Enjoy it. Persistence will eventually pay off.
- 12 Try to finish your project in the workshop you started it in. I did my project in five different locations and each time moving it was a real headache.



Rover and I was determined to turn my much-abused farmyard hack into something similar.

I said to my mate Pete that I could build something similar for £5000 and rashly predicted that I'd have it finished in time for Billing the following year. "Go on then – do it," said Pete. And the project was born.

Armed with a Halfords socket set and an angle grinder, I decided to start by taking the rear body off to tackle the chassis. Pete, who is a skilled mechanic and welder as well as my best mate, came over and joined me and I set about cutting out all the rusty bits, which he replaced with fresh metal. All the time, my spirits were sinking as I looked at the patchwork chassis, rusty bulkhead and dented body panels.

It took Pete two weeks to finish welding the chassis. It was then that I broke the news that I had decided to rebuild it on a new galvanised chassis, instead. I'd seen the adverts in *LRM* for Richards Chassis, which were about £1500 at the time, and knew that I had to build my dream Land Rover on one.

I happened to have £1500 at my disposal, so I bought it. That caused row number three with my partner, because I was supposed to be buying her an engagement ring. The fact that I'd spent it on a new chassis instead didn't exactly go down well. Let's just say she wasn't very supportive of my new hobby.

Slowly but surely, over the next few months, I painted axles and bits and pieces, as it dawned on me that I'd bitten off more than I could chew. I realised that it would cost me a lot more than the £5000 I'd estimated – and there was no chance of getting it done in time for the next Billing Show. I'd run out of

"It dawned on me that I'd bitten off more than I could chew"

Right:
The chassis
benefitted from
all-new suspension
components







“It sounded brilliant when that V8

disposable income, so it sat outside on the drive.

Soon afterwards I separated from my partner and left the family home. Only my Land Rover stayed, as I'd got nowhere else to put it. Although I'd temporarily abandoned my project, I still loved Land Rovers. I'd read every issue of *LRM* since it was launched in 1998 and the articles by Trevor Cuthbert on re-chassisising old Land Rovers made it all look achievable. Then in 2011 I saw a job advertised to work on the magazine, so I applied – and got it. Instead of selling houses, I was selling adverts in my favourite magazine. I loved it!

At the time I didn't have anywhere to work on my One Ten, so I very reluctantly advertised it for sale in *LRM* Classifieds as an unfinished project. As soon as that issue came out, I was getting phone calls from readers who asked to come out and see it and, as I showed them round it, I fell in love with my Land Rover all over again. I couldn't allow my One Ten to join the sad list of unfinished projects, so I knew I'd have to get back on track. My mate Dom had a workshop in Leighton Buzzard and said I could take it there, so I arranged a trailer and the project was back on. I started by building up the rolling chassis the way I wanted it with a galvanised bulkhead and doors. It was my dream Land Rover and I was determined to do it properly. I found a good, straight tub for the rear and fitted new Challenger-style steel wheels and Goodyear Wrangler tyres. I was motivated again – and making progress.

A few months later, however, Dom gave up his workshop. I was gutted, but I managed to find a new home for my project in a shed on the farm of a friend of a friend. I called him Farmer David and I was to see a lot of him in the next few years.

His shed was open to the elements at one end and it was an hour's drive from my home, which meant I couldn't nip in for an hour or two after work. But without Farmer David's shed, continuing the project would have been impossible.

Work continued at a steady pace. I was adamant I wouldn't fit old rubbish back onto my chassis, so I scrapped the original low compression V8 engine, which was worn out, and sourced a high compression V8 from a late Range Rover Classic. I then got Pete to rebuild it with new bearings, piston rings, high lift camshaft, timing gear, water pump, stainless steel headers and stainless steel sports exhaust. It also got new carbs and a Britpart suspension system with a two inch lift.

The trouble was, every part of this Land Rover was knackered and my insistence of replacing all the parts with new ones took a lot of time and money. These included new brakes and fuel lines, fuel tank and steering joints. The seat boxes were rotten so I built new ones. The dashboard looked like it had been eaten by a dog. The One Ten had a manual steering box, so I converted it to power steering, off a Discovery 1.

Despite the progress made, I was realistic enough to know that my One Ten wouldn't be going anywhere for a while. I was impatient to get behind the wheel of a Land Rover, so in January 2011 I bought another – a 300Tdi Discovery, which I ran for two years. In 2013 I added a Stage One V8 to the collection, after finding it abandoned in a field. Helped by *LRM*'s technical editor, Ed Evans, and using facilities at Britpart's Shropshire HQ, we got it finished in 16 days for a feature which subsequently appeared in *LRM*. That project taught me a lot and I could see the mistakes I had made on the One Ten project back at home.

Right:
Steve decided to
retain the NAS
open top look,
buying new canvas

In 2013 I bought another 300Tdi Discovery as my everyday transport and, a year later, the chance came up to buy an ex-military Lightweight at a sensible price. This time I saved money and time by keeping it as original as possible and got it running nicely in a few weekends.

In 2013 I also met my new partner, Louise, who loved the Land Rover scene as much as me and encouraged me to crack on and get the One Ten finished.

In 2014 it was time to do the paintwork, which I did myself, even though I'd had no experience. I did it in Farmer David's shed, in a makeshift spray booth, using hired equipment and cellulose paint. It took me 50 hours in total – 40 hours of preparation and ten hours of spraying – and it doesn't look too bad... from 15 feet away! It was only when I finished that I realised why professionals ask for £3000 to respray your car. And in my opinion they earn every penny of it! If you want a gleaming, factory finish that's the only way to go.

Choosing the colour was difficult. When I started the project, the bright yellow of that NAS 90 at Billing was my chosen colour, but over the years my taste had changed and I reckoned on a much more sober Coniston Green, which is nice and traditional. It certainly looked a lot better than the original white.

But I did keep to the NAS open top look. I purchased the NAS-style canvas and sticks from Exmoor Trim, who had made the same items for Richard Hammond's celebrated Buster build. They looked brilliant.

Having a really nice rolling chassis, going to Land Rover shows, reading *LRM* and all the other great projects kept me focused. Meanwhile, Louise turned out to be the woman of my dreams. She's the sort of person who likes getting involved and getting her hands dirty. Instead of moaning about me spending evenings and weekends working on my Land Rovers, she rolled up her sleeves and joined in. In fact she re-upholstered the original seats on the One Ten, transforming them in the process.



Annoying little jobs like wiring and trim took a lot of time and it wasn't until this week that I finally got it through its MoT. In fact it was supposed to have been the cover star on last month's *LRM*, but I simply couldn't get it finished on time. I couldn't even get it finished for Billing 2015, which would have been nice as it was the 25th anniversary.

If anybody had told me seven years ago that it wouldn't get to Billing until 2016 I'd never have believed them. Nor would I have believed that it would cost me £13,500 in parts alone – not to mention hundreds of thousands of swear words along the way. But overall, the finished car is what I had in mind when I embarked on the project. I have built my dream Land Rover from seven years ago, but since then my tastes have changed. These days I like originality and I stripped that 1983 of its age. The truth is, I had fallen out of love with it. Perhaps it was the bleak winter nights in an unheated shed when everything seemed to go awry. Often I thought I'd never get it finished.

Don't get me wrong: I was thrilled when I finally finished it. It sounded brilliant when that V8 fired up and it really does shift. But this Land Rover has caused me a lot of headaches over the year and brings back a lot of memories – not all of which are good. I now own four Land Rovers and one has to go. I reckon it will be this one. So I'm open to offers...



fired up and it really does shift”



REBUILD TIMELINE



Over the course of his seven-year project, Steve kept a photographic record of his progress. And every picture tells its own story...



The original One Ten as it was delivered in 2008 and then never moved again until recently... Don't be fooled by its looks, I soon discovered the extent of the rot.



This picture shows to some extent what was lurking below the rear body. Pete still thought that we could repair it – sadly that wasn't the case!



Here we can see what was left of the project after it was taken apart, all of which required a huge amount of time and money in restoration.



It took Pete two weeks to finish welding the entire chassis to a really high standard, much to his annoyance I then had other ideas...



The purchase of a new Richards' galvanised chassis, which didn't go down too well with my now ex-partner. But hey ho, it meant I could do it properly.



Pete stripped down a high compression Rover V8, which required new bearings, piston rings, high lift cams, timing gear, water pump, s/s headers and exhaust.



My total contribution to the engine rebuild was painting it blue, inspired by watching too many episodes of American Hot Rod... Of course!



At this stage of the build, it was going to be my dream Land Rover, which meant fitting new suspension parts instead of the original components.



Here we can see where we lined up all of the panels, having fitted a galvanised bulkhead. The project is starting to take shape and look like a Land Rover again.



I tackled the entire painting of the bodywork myself, devoting 50 hours of preparation before finally selecting a colour, Coniston Green. Classic!



Now masked up and painted in grey primer, it's ready for me to tackle the top coat. In total, there were six coats of Coniston Green.



Finally, seven years later, the vehicle is complete, having passed its MoT with flying colours – much to my relief. Will I do it again? Probably!

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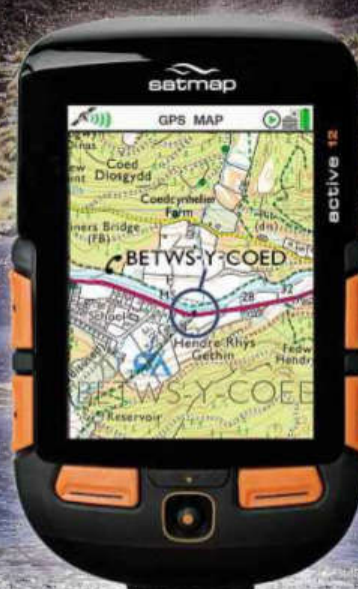


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TOUGH ENOUGH?

First drive of the new 2.0-litre
Td4 Ingenium engine

Story: Patrick Cruywagen



“I cautiously enter the
water, like a wildebeest
crossing the Mara”



Right:
Power delivery is smooth
and there are loads of
gears to play with



The time had come for the 2016 Discovery Sport, with its new much-anticipated 2.0-litre TD4 Ingenium engine, available in a 178 bhp and 148 bhp output, to show me just how good it actually is. This is the same engine that powers the new Jaguar XE and I'm excited to see how it performs.

Ahead of us lay some pretty deep muddy ruts followed by a rather long and deep-looking water crossing. Bring it on I say, as the recommended wading depth of the Discovery Sport is 600 mm, which is more than that of a Defender of course. I'm in a bright Phoenix Orange HSE Luxury model with a starting price of £43,000. Don't fall off your chair, the entry level SE spec is only £30,695, this is £1670 lower than the outgoing base model. Who said the prices of cars are going up? Land Rover has kindly added a few optional extras to my bright orange press car: Entertainment Pack (£2500), InControl Connect (£650), Adaptive Xenon Headlamps (£375) and an Electric Deployable Towbar (£950).

Those are not important right now because if I get stuck in the mud or water then I'm going to have to exchange this lovely white interior with its Windsor leather seats for a muddy or watery one. When you are being driven by a 2.0 that produces 148 bhp and 332 lb ft of torque at only 1750 rpm, then getting stuck can only be down to driver error, this is because of the incredible Terrain Response – more about that later.

Some off-road pundits might bemoan the lack of low range, but the already proven nine-speed automatic transmission meant that I could crawl along at super-low speeds as and when the terrain demanded it. The one area that did concern me was ground clearance, officially I only had 212 mm of it, and this is almost 30 mm less than a Defender. What made it worse was my actual driving position. It was so low that it felt as if I was dragging my butt through the mud. Now the one thing that

sets this Discovery Sport apart from the Freelander 2 or anything else ever produced by competing manufacturers is that it has full Terrain Response, including Mud and Ruts – my Terrain Response function of choice for the obstacles in front of me right now. The first time I got to use this technology was during the launch of the Discovery 3 in Scotland; now over a decade later it still impresses me each time I get to use it.

So with my Discovery Sport pointed in the right direction I slowly inched forward into the deep ruts using the lower first gear. Then, in a controlled manner, I used some of the ample power on tap to make sure that I kept on moving forward. There were one or two places where I could hear and feel the

undercarriage making contact with the obstacle. The off-road instructor ensured me that this was only the protection plate. The water crossing was next and I entered it like a cautious wildebeest crossing the Mara River, once I was in, not even a croc could stop me. I was suitably impressed, as I would definitely not have attempted these tracks in a Freelander 2, its predecessor. This is the part where Freelander owners send me hate mail, but I'm just saying what most of us already know. I love the Freelander and have been fortunate enough to drive it to some incredible places; this is just more capable with a more politically correct engine. Why else would they replace it?

The thing that I love the most about new vehicle launch events by Land Rover is that there is no compromise when it comes to the off-roading section. They truly try and highlight the car's off-roading capability and there is probably no finer place in the world to do this than Eastnor Castle, Land Rover's proving ground of choice. Some say that it's what makes a Land Rover a Land Rover. We spend several hours doing just that; sadly most Discovery Sport owners will never find this out for themselves, driving the toughest tracks that it can handle.

Right at the end of our off-road test, they take us on the new man-made track, it reminds me a little of a cement BMX track. Here we get to play on side slopes, cross axles and an even deeper and longer water crossing, which does not look much lower than 600 mm. I could drive here all day. The nine-speed auto transmission makes that low speed control that we all crave when doing extreme off-roading, easy to obtain. I can now also confirm that the 25° approach angle, 33° departure angle and 21° ramp break over angles are not just some facts and figures on a press release. It will be fair to say that despite a driving position that I am not used to, I was suitably impressed with the incredible off-road

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“Service intervals have been extended from 16,000 to 21,000 miles”

Below:
More efficient and more power
than its predecessor



capability of the Discovery Sport. We need to be proud of Land Rover's off-road heritage; I'm convinced that other manufacturers are jealous of it.

The Discovery Sport first went on public sale on January 22, 2015; they have already sold over 8500 of them in the UK and today they are for sale in 175 markets around the world. Land Rover claim that they already have a healthy number of 2016 models on order so it might be fair to say that the model is doing well considering it has only been on sale for a few months.

Some of you might have read about the Discovery Sport for the first time in our very special 200th issue of *LRM* when Editor Dave Phillips got to test the 2015 model in some very cold and wintry conditions in Iceland. Dave had the following to say about the outgoing 2.2-litre SD4 diesel engine Discovery Sport. "If you're looking for the perfect car to shrug off the worst the British winter can throw at you, this is most definitely the car for you." Judging by this statement I assume he too, was impressed.

The reason why the new 2016 model was launched only a few months after the 2015 model went on sale was because of the much-anticipated new Ingenium engine, of course. Land Rover needed an engine that was on a par or better than what their competitors in this segment were producing. This all-

aluminium clean sheet design engine is 24 kg lighter and 16% more efficient than the outgoing one, plus it's EU6 compliant. It was built at JLR's new £500 million UK Engine Manufacturing Centre in Wolverhampton and they expect to produce 450,000 of these engines per year. One of the Ingenium engines' key features is that it has managed to reduce friction by 17%; this has helped reduce CO2 emissions by 16%. Throw the 5+2 seating configuration and the official fuel consumption figure of up to 57.7 mpg into the mix and then you have the perfect car for a family of Greenpeace supporters. Come to think of it they will probably rather go for the five seater E-capability model, which is available with both the 148 bhp or 178 bhp Ingenium engine models. This cheaper variant has 18 inch wheels and lower rolling resistance tyres compared to the 20" Alloy Stormer Sparkle Silver rims that I was enjoying.

In addition to the wheels and tyres, Land Rover has done everything in their power to get the CO2 levels in the E-capability model as low as possible. The smaller engine produces only 129g/km of CO2 emissions. And with the engine running more efficiently, the service intervals have been extended from 16,000 to 21,000 miles. So, good news for 2016 Discovery Sport owners who will save massively on running costs.

It was time to see how it performed on tar.

The first thing that you will notice is the silence, even with the engine on! And when you start to push it a little it still does not feel like you are in a spaceship entering the earth's atmosphere. The shake, rattle and roll from the old Freelander 2 are gone. In fact, I think I might miss it as this is way too refined for a Land Rover. The power delivery is a whole lot smoother and there are lots of gears to play with. Dare I say that it was like no other Land Rover I have ever driven? The only downside for me was there was a slight hesitation during sudden initial acceleration, but once you were going it went through the full range of gears rather nicely. I was able to accelerate from 0-60 mph in well under 10 seconds. Not bad for an off-roader like me.

As for the rest not much else has changed since my Editor drove it. I have already mentioned the new fancy wheels. Other significant changes include climate control for all three rows, a external pedestrian airbag (you have to watch the demo video on Land Rover's YouTube channel) and USB charging points for everyone.

To me the true measure of a Land Rover is how it does off-road. While I was notably impressed with how it did in this category, don't expect to suddenly see a 2016 Discovery Sport on Strata Florida or at your local Pay and Play site. If my Discovery 2 can do Strata then so can the 2016 Discovery Sport.



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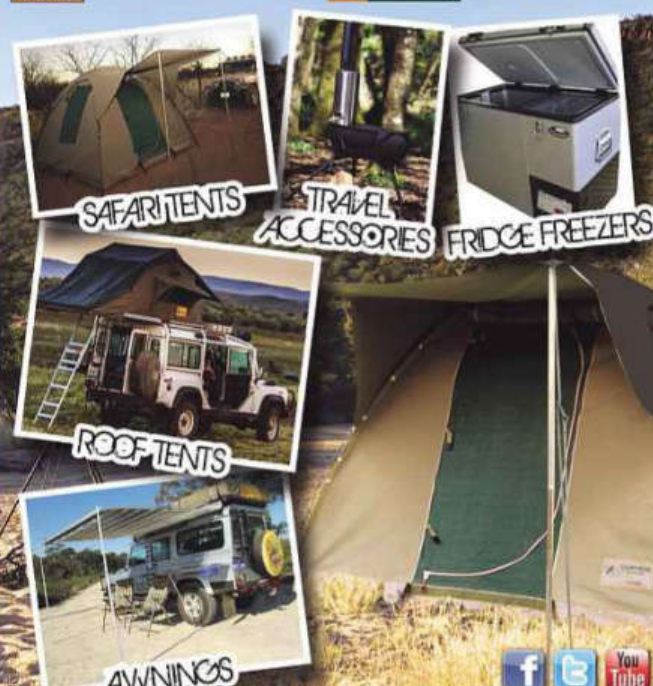
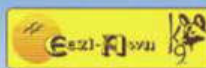
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FAMILY FRIEND

The Series I that's
been in the same
family since new

Story and pictures: Bob Weir



The majority of Series Is led a hard life, and passed through the hands of several owners. MRR 40 has been in the same family since new, and is believed to be the first Series I in Scotland to be equipped with a 2.0-litre engine

"The Land Rover was bought for my mother Miss Ruth Reid, by a family friend Mr Percy Plum, a car salesman based in Derby," elucidated Grant Davidson. "This explains why the vehicle has a Derby number plate. Apparently he delivered the Series himself all the way up to my mother's home at Gleneffock Farm, Glenesk in Angus, a distance of around 400 miles. Back

in those days, of course, there were no motorways, so that would have been quite a trek."

Grant lives in Portlethen on the southern outskirts of Aberdeen. A driver and mechanic by trade, he has lived in the area for 25 years.

He said: "I was brought up on the family farm in Angus. I remember the Land Rover when I was growing up, and learned to drive it as soon as my feet could reach the pedals. When I was about 12 I used to help my father when the time came to gather the sheep off the hills. We'd take the Series I up to Loch Lee, where there was a very steep outcrop known locally as 'The Shank'. I was allowed to drive the Series I back down again, which was





This page:
After being in a shed for 30 years, when it came to restoring it, the bodywork was in good order –the engine however had to be rebuilt following frost damage

"I used to run out of petrol in the middle of nowhere, and my father would tell me off"

certainly a lot more fun than going to school. My mother was kept in the dark, and didn't know what I was getting up to!

"The local gamekeepers also used to drive 4x4s, so I got used to them from an early age. Apart from Land Rovers they had ex-military Jeeps and Austin Champs. The Champ gave me particular problems because it was so thirsty. I used to run out of petrol in the middle of nowhere, and my father would tell me off.

"MRR 40 (serial no: 26100398) was registered on August 17, 1951, and was one of the first vehicles to be equipped with Land Rover's new 2.0-litre petrol engine.

"My understanding is that Land Rover started fitting the engine from the first of August to vehicles earmarked as demonstrators for road testing," Grant says. "Interestingly, DVLA down in Swansea obviously didn't have a clue what was going on, as they made a mistake on the old brown logbook, printing the engine size as 1595cc. However, the engine number (26100398) signifies it is indeed a 2.0. The rest of the Land Rover is the basic 80in RHD, built for the local market."

The 2.0-litre engine was introduced by Land Rover, as customers had been complaining about a lack of power at low revs from the existing 1.6 unit. Once development got under way, the company decided to enlarge the bore diameters on the existing 1.6 litres block. One drawback was that there was no longer room for water cooling passages between the four cylinders, with the potential for the engine to overheat.

The cylinder bores of 77.8 mm had the same centre distance spacing as the 1.6 Land Rover engine along with the same length piston stroke of 105 mm. This meant it was theoretically possible to interchange the crankshaft with the earlier 1.6, and the cylinder bores were closer together than on the previous engine. The result as predicted produced more torque at low revs, with very little extra power at the top end. The engine had a compression ratio of 6.8:1, and could deliver 52 bhp at 4000 rpm, with a torque of 101 ft lb at 1500 rpm.

As a precaution the company decided to run a trial of 50 vehicles fitted with the 2.0-litre prototype. Dubbed the Siamese bore, they were sent to various Land Rover dealerships as demonstrators. MRR 40 is believed to be number 41 of the batch. Following the successful trial, the engine was fitted as standard to Series 1 Land Rovers from 1952 to 1954. It was also used to equip the first 86in and 107in Land Rovers when the chassis was extended in 1953. The engine was eventually replaced by the 2.0-litre Spread bore, which introduced water cooling between the cylinders.

"MRR 47 was finally retired by my father in 1965, and replaced with newer Land Rovers," Grant recalls. "The vehicle was then kept in a shed for 30 years safe from the elements, but gathering dust. Then, about ten years ago my father – who was well into his seventies – asked me to restore the vehicle, so he would be able to drive it again. I subsequently loaded the Series One onto a trailer, and drove it up to my workshop in Aberdeen.

"The first thing we did was strip the Land Rover right down, taking all the panels off. On close inspection I discovered that the bodywork was in good order, and the chassis did not require any welding. However, there was frost damage to the engine, and it had to be rebuilt with new shells, valves, camshaft and other items. The gearbox was also rebuilt with new bearings, bushes and seals. I then decided to fit two brand new front

THE SCOTTISH MILITARY VEHICLE GROUP



The Scottish Military Vehicle Group is a collection of enthusiasts who own, restore and run military vehicles. The vehicles include a mix of WW2 vintage and post-war types.

The membership supports a variety of events, including Armed Forces Day, Remembrance Day, regimental and veteran reunions, and various military and vintage vehicle events held in the UK and Europe.

Some of the less common vehicles are also in demand for film work.

In recent years there has been a growing trend for owners to provide a display or diorama based on their vehicles. This has been popular with the public as well as event organisers, as the displays appear more realistic. The group also publishes its own quarterly electronic newsletter, titled the The e-Despatch.

wings, although the rest of the bodywork is all original. Other new items included the front seats and covers, roof canvas, tyres, front bumper, brake shoes, and wiring loom. The vehicle was then repainted from top to bottom.

"Obviously I needed some help sourcing spares, and special thanks go to Kenway Tyres, Dingbro, C Taylor, Joe England, Dunsfold, L R Fasteners and Cox & Turner Engineering. I was working as a lorry driver during this period, so it was difficult finding time to complete the project. Fortunately my father occasionally lent a hand. I would say the refurbishment took the best part of three years.

"My father was very pleased with the result, and naturally was first behind the steering wheel. Although he doesn't drive it a lot these days, he especially looks forward to the annual war veteran's parade through Aberdeen city centre. The convoy starts off at the suburb of Westhill before travelling into the city and ending up driving down the main thoroughfare called Union Street. The veterans enjoy seeing the old vehicles, as it brings back fond memories. My father, son and I all take a turn behind the steering wheel, so we have three generations of the same family."

Grant is now technically the owner of MRR 40, and is also a member of the Scottish Military Vehicle Group. He has had an interest in military matters from a young age, and several of his relatives served in WW2.

"My father-in-law served in the North African campaign, and was captured and sent to a POW camp in Italy," he explained. "Luckily he managed to escape, and a nine-year-old boy helped him to cross the mountains into Switzerland. I've been a member of the SMVG for many years, and attend a number of different rallies and veteran events during the summer season. MRR 47 usually comes along, but is exhibited in the standard category for all Land Rovers. It has won its fair share of rosettes over the years, against some stiff competition."

Grant owns several military vehicles including a WW2 Universal Bren Gun Carrier, and a German army Zundapp motorcycle.

He said: "I have been a big fan of military vehicles, since I was a boy, and have just returned from the annual War and Peace Revival held annually down at Folkestone. This is the largest event of its kind, and takes place over a week. Up to 4500 vehicles usually turn up, ranging from military motorcycles to Main Battle Tanks.

"Three of us drove down to England using my double deck trailer, carrying six vehicles. Taking shifts, we managed to do the 600 miles in one day. The rally site is like one big army camp. Most of the participants sleep under canvas, and wear period uniforms. We spent the week meeting up with old friends, and looking at the vehicles. There is also a large military autojumble, if you are on the lookout for any spares or other equipment. The organisers run several demonstrations and re-enactments, and many of the members take part. Obviously health and safety was an issue with so much military hardware on display, but things went off without a hitch. There was also a lot of socializing in the evening."

As I was about to leave the 'Granite City', I asked Grant about his future plans for MRR 40. "The Land Rover has been part of the family now for over sixty years," he says. "I also have grandchildren who are happy to look after the vehicle so its future is secure."





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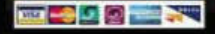


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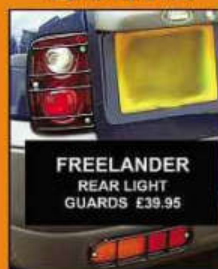
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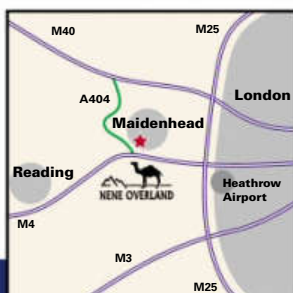
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THE TROPHY BEARER

Exclusive drive of the Rugby World Cup 2015 Defender at the North Yorkshire Land Rover Experience

Story: Patrick Cruywagen Pictures: OnEdition Photography





“The SVO team remind me of the Quartermaster department in the James Bond movies”

WE DEAL IN REAL

LAND ROVER is a Worldwide Partner of Rugby World Cup 2015. Land Rover is recruiting all 96 official mascots for the tournament as part of its 'We Deal In Real' campaign. Follow @LandRoverRugby #WEDEALINREAL



Left:
The 2015 Rugby World Cup Defender was created by Land Rover's Special Vehicle Operations. Retired England player Mark Cueto is Pat's passenger



Global sporting events cannot happen without suitable big-spending sponsors. For those that don't know, Land Rover is a Worldwide Partner of the Rugby World Cup 2015 and also the Official Vehicle Partner for the tournament that kicks off on September 19, when England takes on Fiji at fortress Twickenham.

It's one of the most keenly anticipated tournaments ever, with New Zealand and South Africa tipped as favourites to lift the Webb Ellis Cup. But before that happens there is the little matter of the 100-day Rugby World Cup Trophy Tour around the UK and Ireland, which is where I come in. It's day 54 of the tour and I've been invited to drive the bespoke Rugby World Cup 2105 Defender that has been tasked with carrying the most recognisable trophy in world rugby, the Webb Ellis Cup.

The game of rugby started in 1823 when a young lad by the name of William Webb Ellis got fed up with playing football while attending the school of Rugby in Warwickshire. Legend has it that he picked up the ball and ran during a football game and that is how rugby started. How do I know this? I love the game; as a kid I read every rugby book in the local library and once won a competition where the answer to the question was William Webb Ellis, of course. I was only 12 at the time and the prize was an all expenses trip to go and watch a very important match, this included limousine transfers from the airport to the game and the hotel.

Now I found myself in something even more impressive than a limousine, the Rugby World Cup 2015 Defender, created by Land Rover's Special Vehicle Operations (SVO) team. When carrying something just as important as the Queen or Pope, then an ordinary Defender will not do. This special Defender 110 Station Wagon was developed and built at their Oxford Road HQ in Ryton. The SVO team remind me a little of the Quartermaster department in the James Bond movies. They take standard Land Rovers and turn them into something out of the ordinary. I'd love to be a fly on the wall at their HQ.





“As I pull away
there is an almighty
crash behind me”

Above:
Details outside the
Defender such as the
winch and roofrack beef
it up, while inside
there are bespoke
design touches that
add a luxury feel

The special Rugby World Cup 2015 Defender was first unveiled to the world in spectacular fashion at the Tower Bridge in London, 100 days before the tournament. The Defender emerged from a giant 8.2 metre high rugby ball that had just floated 25 miles up the River Thames from Tilbury Dock. In the driver's seat was the 2003 Rugby World Cup winner Lewis Moody, he had to drive it off the float and onto terra firma to collect the trophy from his former skipper Martin Johnson and the Rugby World Cup Trophy Tour was officially underway. The main considerations behind the design of this Defender were that the trophy had to be secure, safe and visible to the public while being transported.

One of the Day 54 trophy tour stops was at the new Land Rover Experience in North Yorkshire, situated on the grand and impressive Broughton Hall Estate. Here I was given the opportunity to take this very special Defender on a trundle around the estate. Things got even better, I had the recently retired former England international Mark Cueto as my passenger. Mark played 55 tests for England and scored 20 tries for his country. He also holds the record for the most tries scored in the Premiership, a whopping 90 in total. More important than this is the fact that he is a humble, down to earth guy. Before setting off we did allow ourselves a walk around the anything but standard Defender. While they have added bits to beef it up such as the winch, aluminium sump guard, snorkel, elaborate roofrack, decals, side and rear steps, it's the bespoke trophy cabinet in the rear that made me stop in my tracks. The clever folk at SVO designed a unique Rugby World Cup 2015 Defender App for controlling the high-spec technology in the cabinet. This technology ensures that the lighting and temperature in the

cabinet are always at their optimal. You cannot have the toughened security glazed windows misting up because then no one would be able to see the trophy. It's incredible to think that the trophy cabinet has its own remote controlled microclimate. Before handing over the keys to me, Matt Wallace from Gaydon Technical Support takes out his 10 inch Toshiba tablet and uses the app to switch off the 40-inch flat-screen television in the back of the cabinet. He also uses it to adjust the lights to a suitable setting for movement and finally uses the app to secure the cabinet.

As I climb into the drivers seat I notice that it has the same interior as the Defender Autobiography with several personalised design touches. Some of my favourites include the Rugby World Cup Trophy Tour logo embroidered into the front headrests and the Black Windsor Leather seats. Definitely more luxurious than the Defenders I'm used to driving. Then just so that you don't forget who has prepared this Defender there is an SVO plaque on the dash.

As I pull away there is an almighty crash behind me. At first I think that the trophy was not properly secured, but it was one of the Land Rover Experience Instructors trying to wind me up. Over the course of the 100-day tour, this special Defender will attend around 300 events; this was just another one of them, with me as the driver.

Mark is quick to note that I am wearing a South African rugby jersey underneath my jacket. Some of my mates dared me to do this. Though Mark scored hundreds of outstanding tries in his illustrious career, no one will ever forget the one he thought he had scored (but it was ruled that he had a foot in touch) in the 2007 Rugby World Cup Final against South Africa. As a South African I have to ask Mark about it as we



A CHAT WITH MATT

WE CHAT to Matt Furlong, Special Projects Engineer at Special Vehicles Operations.

How do you design a Defender to transport the most important trophy in world rugby?

We started with the most important thing, developing a way to transport the trophy securely and visibly. The rest of the vehicle is designed to maximise the effectiveness of this while retaining the Defender DNA.

How secure is the trophy in the cabinet?

For obvious reasons we can't talk about this in too much detail but it involved applying technology from the security industry, such as electronic dead locks and secure remote access.

The trophy needs to be highly visible.

How was this achieved?

The rear load space is home to the climate control system as well as a lot of the other technology and structure that supports the trophy case. The climate control system works like any other, but as a 'smart' system it controls itself to the optimum storage temperature for the Webb Ellis Cup and ensures that there is no condensation within the case. The trophy case climate system is able to manage the temperature itself and can heat or cool to the required storage temperature without any human interaction.

What does the Defender App do?

The Defender App is the interface tool to the trophy case, and allows control of the media and some of the security features within the case. For example, it can be used to control both the lighting and the media content that plays on the rear screen.

International rugby players are tough.

Did you have to toughen up this once standard Defender?

We're lucky that the base Defender is a pretty tough vehicle, so we just added some additional off-road accessories from the official Defender range, as well as some bespoke options developed specifically for the car including the integrated roof rack and roll cage to match the aesthetics to the capability. No changes were required to any of the running gear due to the capability of the base vehicle, and the Trophy Tour Defender has no loss in off-road capability.



went on to win that final. "There are several angles where it looks like a try but maybe one where it does not look like a try. When I scored it I thought it was a try, but unfortunately it was not given. It's never been a negative in my life though it does get loads of airtime around World Cup time."

With that out the way we power up one of the many hills found on the impressive estate. The Defender has slightly wider tyres than a standard one and they easily find enough traction without spinning. Life could not get any better. I'm driving the one-off Rugby World Cup 2015 Defender, I have a former English international as my passenger and we're busy safely transporting the Webb Ellis Cup.

After about 45 minutes we need to head back. A group of local rugby players have gathered there as they too want to see the trophy, and this is what it's all about – the fans. Prior to the 100 day UK Trophy tour, the Webb Ellis Cup was taken on a global tour and shown to fans around the world. I have friends in Africa who saw it when it was at the most southern point of Africa. Now here I am driving it over Yorkshire Dales.

In a few weeks time 32 countries will do battle until one emerges victorious after the final to be held October 31. The captain of the winning country will have the honour of lifting the cup that is currently in the process of enjoying a rather extensive tour of the UK, thanks to one specially prepared Defender. During the tournament this same Defender will be used to transport the trophy to various venues. It's an important task and thanks to the clever people at SVO, it's no different to driving an ordinary Defender. It probably receives more attention, especially from rugby fans.

Above:

The trophy cabinet has its own remote controlled microclimate, via a unique Rugby World Cup 2015 Defender App designed by the folk at SVO





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1999 DEFENDER 90 TDS COUNTY PACK In Buckingham Blue with contrasting Black XS heated leather seats. This vehicle has just been fully refurbished onto a galvanised chassis. Powder coated axles and suspension, DRL bumper, KBX Grills and headlamp surrounds, Genuine Land Rover snorkel, Boost alloys fitted with All Terrain tyres, Heated front and rear screens, Just had a major service inc 12 Months MOT, Full under body Waxoyl £14,995 Stunning looking vehicle



2009 DEFENDER TDCI STATION WAGON In Java Black with contrasting Charcoal interior, Genuine Boost alloys, All new tyres, Tow pack, XS side steps, Alarm, Immobiliser, Central locking, Late style dash and 6 speed gearbox, Just had a major service inc 12 Months MOT, Fully Waxoyled £17,995 (Library picture)



59 PLATE DEFENDER 90 TDCI COUNTY STATION WAGON In Rimini Red Metallic & Java Black roof, Contrasting Black interior, New Sawtooth alloys and 265 MT Tyres, New KBX Grill kit, Tow pack & electrics, Just had a major service inc 12 Months MOT, Fully Waxoyled. Stunning condition £19,995



2013 DEFENDER 90 2.2 TDCI In Grey, Contrasting Red leather seats, 17" ERM CL, Confort pack, Cold start pack, Servo Oversteer performance, K&N Filter, 18" Backcross alloy BFG tyres, White LED lights, Crystal headlights & 110 B&W horns, Alloy steering guard, Black checker kit, NAS cap, Tow kit, DRL bumper, Mirror 14" steering wheel, Sound deadening to rear, powder & caper coated area, Airline application with Bluetooth, Genuine leather, front wheel system & 14" bumper, Just had a major service inc 12 Months MOT, Underbody Waxoyl £23,995 + VAT



61 PLATE DEFENDER 110 TDCI In Fuji White with contrasting Grey vinyl interior, Tow pack, Late style dash, 6 speed gearbox and the latest 2.2 TDCI engine, 1 Owner, full service history, Immaculate chassis and body condition, Just had a full underbody Waxoyl, Just had a major service inc 12 Months MOT £12,995 + VAT



55 PLATE DEFENDER 110 XS COUNTY STATION WAGON In Zambesi Silver contrasting Black 1/2 Leather interior, Air con, Heated screens, Boost alloys, Genuine Checker kit and Tomb raider steps, SVX Grill kit and additional spot lights, Snorkel, Side steps, Just had a major service inc 12 Months MOT, Fully Waxoyled £15,995



1984 LAND ROVER DEFENDER 110 2.5 PETROL In Mid Grey with Limestone roof. This vehicle has undergone a full nut and bolt rebuild to a very high standard including galvanised chassis, Powder coated wheels, Snowtyres, Gas shockers, Long range fuel tank, Bullhead section, Techno trim seats, Fully serviced, 56,000 miles, Very Rare 2 then 4 wheel drive trans box, Free wheeling hubs, 12 Months MOT, Stunning condition with second to none attention to detail - ideal USA Export Vehicle £24,995



2007 DEFENDER 110 TDCI HARD TOP WITH SNOW PLOUGH In Fuji White with Grey interior, Just had a mechanical & cosmetic overhaul, Wolf wheels with BFG Mud Terrains, Black checker kit, Twin roller shutter hard top side with internal shelves etc. 12 Months MOT, Fully serviced and Waxoyled, Ideal winter vehicle and ready for work £12,995 + VAT



2010 DEFENDER 90 TDCI COUNTY STATION WAGON In Keswick Green "Heritage style edition" with contrasting Charcoal interior, Ivory Roof, Two tone alloys fitted with new All Terrain tyres, Full length side steps, Tow pack, Genuine checker kit, Just had a major service inc 12 Months MOT, Fully underbody Waxoyl £18,995



2007 DEFENDER 130 TDCI TRUCK CAB AND HYDRAULIC TIPPER In Keswick Green with contrasting Grey interior. This vehicle has just had a major mechanical and cosmetic overhaul including a new hydraulic tipper with aluminium sides and steel floor, NAS rear lights. Taller sides and chip box available P.O.A, Just had a major service inc 12 Months MOT, Fully waxoyled and ready to work £15,995 + VAT



2015 DEFENDER 90 2.2 XS TDCI In Fuji White with contrasting Black leather interior, Charcoal Alcantara headliners, Sawtooth Alloys, Mud Terrain tyres, KBX grills, Air conditioning, Central locking, Heated seats, Heated windscreens, Brand new vehicle with full underbody Waxoyl. Ready to go and in stock £25,995 + VAT



2015 DEFENDER 90 2.2 XS TDCI In Fuji White with contrasting Black leather interior, Charcoal Alcantara headliners, Sawtooth Alloys, Mud Terrain tyres, KBX grills, Air conditioning, Central locking, Heated seats, Heated windscreens, Brand new vehicle with full underbody Waxoyl. Ready to go and in stock £25,995 + VAT



52 PLATE DISCOVERY TDS MANUAL In Alveston Red metallic with contrasting interior, Just converted to Off Road spec using all new parts, +2" suspension lift, Snorkel, Heavy duty shocks, 265 Mud Terrains on Black mags, Steering guard, Roof light bar, Hillight conversion, Fully serviced, 12 Months MOT, Fully Waxoyled, Great winter vehicle £6995



SIMMONITE OFF ROAD RACER Fully space framed vehicle (Jig built here at Simmonites) Rear Diesel engine powered (Isuzu 2.8 TD) 5 Speed Manual gearbox, Hi duty Axles, Coil over long travel Bilstein suspension, Quick ratio power steering, Race seats & harnesses, New wheels & tyres, This vehicle has been finished & maintained to a very high standard & 1 owner from new. Ready to race £14,995



2007 DEFENDER 110 TDCI COUNTY STATION WAGON In Carns Blue Metallic with contrasting Charcoal interior, 80,000 miles, 2 Owners, New BFG All Terrains, DRL bumper, Alloy steering guard, LED side lights, Clear indicator, Tomb Raider style side bars, Chequer kit, Alloy roof rack, Sports steering wheel, Water proof seat covers, Just had a major service inc 12 Months MOT, Fully Waxoyled, Stunning condition £16,995



2000 DISCOVERY 4.0L AUTO LPG CONVERTED In Alveston Red metallic with contrasting Grey interior, 64,000 miles, Twin factory fitted sunroofs, 20" Stormer alloy wheels, Sport side vents, Stainless steel side tubes, just had major service inc 12 Months MOT, Fully Waxoyled £8995



2001 DISCOVERY TDS GS AUTO In Bonatti Grey Metallic, Contrasting Grey interior, Factory fitted alloys, ECU Re-map, Tow gear, Just had a major service inc 12 Months MOT, Fully Waxoyled, Stunning condition and hard to find like this £7995



DISCOVERY 3 TO DISCOVERY 4 FRONT UPGRADE
Simmonites Are Now Offering an upgrade on the front of your trusty Discovery 3 to the Discovery 4 look, Front end conversion £2789.80 + £557.96 VAT, Rear end conversion £1196.73 + £239.34 VAT, Colour coded arches £329.16 + 65.83 VAT, Please call Mark for details on 01274 833351



DISCOVERY 3 TO DISCOVERY 4 FRONT UPGRADE
Simmonites Are Now Offering an upgrade on the front of your trusty Discovery 3 to the Discovery 4 look, Front end conversion £2789.80 + £557.96 VAT, Rear end conversion £1196.73 + £239.34 VAT, Colour coded arches £329.16 + 65.83 VAT, Please call Mark for details on 01274 833351



55 PLATE DISCOVERY 3 TDV6 SPORT EDITION In Alveston Red metallic with contrasting Charcoal interior, Supercharged grill and alloys, Stainless steel side steps, 58,000 miles, Service history, Just had a major service inc 12 Months MOT, Stunning conditions and looks £13,995

Call and see our New
Showroom and Adventure Display
of Parts & Accessories

SHOWROOM SELECTION!!

52 years of Satisfied Customers are our best recommendation. Our Quality vehicles are fully inspected and refurbished to our recognised high standard

- 12 MONTHS MOT
- 3 MONTHS ALL PARTS & LABOUR WARRANTY
- ANY PART EXCHANGE WELCOME
- EXPORT ENQUIRIES WELCOME

A BARS - LIGHT BARS

Discovery I & II Bumper mounted light bar **£88.00**

Defender grill mounted light bar - non air con **£71.44**

A Bar and spots from **£143.89**

Black non air con **£89.95**

Black air con **£119.94**

Defender and Discovery roof mounted light bar **£79.95**

NEW DEFENDER ACCESSORIES

07 Defender glove box **£95.94**

Defender Heavy duty bumper and fog lamps **£250.00**

Roof console for all Defenders without sunroof **£126.00**

Rear bumper corners 90 **£119.94** - 110 **£132.00**

SVX Style front grill with spot lights and indicators **£540.00**

DEFENDER 5 PIECE PANORAMIC WINDOW CONVERSION

Update your Defender with this stylish window conversion which includes 2 side panel, 2 rear quarter panels and 1 rear middle window

Fitted price **£795.00**

Free courtesy car available whilst the windows are being fitted



LIGHTING UPGRADES

Clear side repeaters from **£15.00** pair

Defender clear indicators **£8.34** each

H4 Spare bulb and fuse kit **£10.70**

Headlamp bowls **£12.00** each

NAS Light kit Clear from **£95.00**

NAS Light kit Std from **£55.00**

Halogen Headlamp kit **£30.59**

Disco 300 front Indicators **£48.00**

Xenon bulb upgrades from **£20.33**

Disco 300 Rear Bumper lights **£60.00**

SPOT LAMPS & WORK LAMPS

8" 100W Wipac Spot Lamps from **£53.94**

5.5" Chrome Wipacs **£30.00**

Round work lamp & fixings **£36.00**

Rectangular work lamp & fixings **£30.58**

Round Stone guard **£5.72**

Wing mirror mounting bracket **£12.00** each

Microline rectangular Fog / driving lamps c/w covers **£35.94**

Ring Ice Blue Fog / Driving lamps **£28.11**

H.I.D kit all models from **£195.00**

LIGHT GUARDS & MOUNTS

Defender light guards from **£66.00**

Discovery light guards from **£89.95**

Range Rover light guards from **£71.94**

Freelander light guards from **£66.00**

KBX NAS light multi mounts from **£57.42**

KBX NAS multi light guard from **£36.00**

KBX single light guard from **£24.00**

KBX ACCESSORIES

Front grill & headlamp surrounds

Satin Black from **£204.00**

Zambezi Silver, Brunel grey, Santorini Gloss Black from **£253.20**

Hi Force Top vents (pair) Satin Black **£60.00**

Zambezi Silver, Brunel grey, Santorini Gloss Black **£72.00**

Single side vent from **£50.40**

GRILLS & HEADLAMP SURROUNDS

S/S 3 piece headlamp surrounds **£84.00**

S/S Front grill **£82.74**

Standard Defender grill **£21.54**

S/S Headlamp surrounds **£35.69** pair

TD5 Headlamp surrounds **£25.48** pair

Discovery 300 TDI & TD5 Saudi spec grill >03 **£195.00**

OFF ROAD SUSPENSION

Tubular front shock turners from **£78.00**

Castor corrected front radius arms from **£235.00**

Heavy duty front turret securing rings **£24.00**

Cranked rear radius arms **£138.00**

DISCOVERY SIDE STEPS

Discovery 1 Chevron Tread **£192.00**

Discovery 2 Chevron Tread **£186.00**

Discovery 2 Stainless Steel **£240.00**

Rear retractable step from **£110.00**

Disco3 Stainless steel tubes **£276.00**

FREELANDER SIDE STEPS

Freelander 1 rubber topped **£180.00**

Freelander 1 Stainless Steel **£210.00**

Freelander 2 Black & alloy **£450.00**

Freelander 2 Black tubes **£396.00**

Freelander 2 Stainless tubes **£474.00**

DEFENDER STEPS

90 Tomb Raider style steps **£204.00**

110 Tomb Raider style steps **£240.00**

90 Basket style side steps **£210.00**

110 Basket style steps **£220.00**

90 Stainless steel side tubes **£234.00**

110 Stainless steel side tubes **£264.00**

Single folding side step **£40.80**

Single folding rear step **£40.80**

NAS spec style rear bumper step **£335.00**

RANGE ROVER STEPS

Classic Chevron Tread **£192.00**

P38 Oasis pattern **£240.00**

Sport Chrome & Black **£354.00**

L322 Stainless steel tubes **£300.00**

L322 Black side tubes **£282.00**

L322 Black rubber topped **£414.00**

MISCELLANEOUS

Twin rear step fits on to tow bar - will fit all models

Zinc plated **£24.46**

Black coated **£27.07**

Universal wheel step **£59.95**

- Back by demand

SECURITY, PROTECTION & CHEQUER PLATE

Window grills

- Side sliding **£102.07**
- Small rear side **£36.07**
- Rear end door **£66.00**

Checker Plate - Available in either Black or Silver, 2mm or 3mm, Wingtops, Side sills, rear corners, cross member, Bumper treads, bonnet etc. Please call for prices.

NAS heavy duty Bumperettes **£102.07**

Rear corner Bumperettes **£51.01**

OFF ROAD PROTECTION

Diff guards **£27.49**

Diff guards 110 rear from **£49.95**

Tank guards available for most models from **£71.44**

Steering guards Steel from **£83.94**

Alloy from **£99.60**

Rock slider & jackable sills with or without tree nerfs from **£162.00**

WINCHING ACCESSORIES

Fix it kit **£11.04**

Off road kit - basic **£90.00**

4 ft High Lift jack (as shown left) **£71.94**

Hi Lift Mate **£38.40**

Off road base **£48.00**

Champion Winches 9500 & 12000 lb from **£414.00**

Jack Rack **£25.54**

Off road kit - Advanced **£108.72**

Terraforma winch bumpers from **£354.00**

SUSPENSION

Terraforma +2" lift kit from **£234.00**

Parabolic springs SWB **£354.00**

Parabolic springs LWB **£390.00**

P38 Coil conversion **£420.00**

Discovery II Coil conversion **£120.34**

Range Rover Classic coil conversion **£270.00**

Air helpers from **£107.94**

Air helper compressor **£150.00**

Dislocation cones from **£60.00**

Poly bush kits from **£91.86**

TUNING AND POWER UPGRADES

Plug and Play power chips. Prices from **£450.00**

K&N air filters from **£33.60**

Centre replacement pipes from **£78.00**

EGR blanking kits from **£12.00**

Upgraded inter coolers from **£450.00**

ECU Downloads from **£450.00**

Silicone hose kits from **£186.00**

EXTERIOR ACCESSORIES

Defender wheel arch spats (std) **£120.00**, Extended **£222.00**

Discovery body moulding rubbing strips plain **£185.78** with bright insert **£223.79**

African spec spare wheel carrier **£188.94**

Defender, Discovery & Freelander Bike racks from **£84.00**

Visit Us At www.Simmonites.com

TO ORDER **PHONE or FAX**

CONTACT US **TEL: 01274 833351**

WE MAIL ORDER to any destination UK or export worldwide, are open 6 days a week and accept the following payment methods



Fax: 01274 835117 Email: mark@simmonites.com
or post enquiries to: Simmonites, 755 Thornton Road, Thornton, Bradford, BD13 3NW

**BUMPER WITH LED'S**

Update your Defender and light up your life with this new front

bumper and LED daytime running lights **£195.00** or **£235.00** including bumper end caps

THE DISKLOK FULL STEERING-WHEEL SECURITY LOCK

Can Not Be Removed By Cutting Steering Wheel Prevents Theft Of Air Bag, Easy To Use Fits In Seconds, Handle Folds Away For Easy Storage All Metal Construction, Thatcham Approved. From **£99.95**

**SNOW PLOUGH**

Easy D.I.Y. fitment to your Defender, includes quick release attachments plus adjustable height and blade angle **£995.00** Other vehicle options available

**DEFENDER ALLOY INTERIOR**

Clock surrounds TD1/TD5 **£84.00**



Window winder surrounds **£52.80**



Grab Handles **£111.63**



Gear knob R380 or LT77 **£30.00**



Interior seat reclining handles **£78.00**



Air vent knobs 2002 on **£58.55**

Door locking pegs **£90.00**

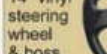
DEFENDER INTERIOR

Rev counter TD1 **£246.00**

Rev counter TD5 **£258.29**

Loc box available in black, grey vinyl or techno cloth from **£186.00**

14" vinyl steering wheel & boss **£68.89**



Standard cubby boxes **£71.44**

Security cubby box with radio housing **£234.00**

**COUNTY CONVERSION**

Alpine roof window kit **£136.51** pr
Side sliding windows plain **£211.14** pr
Side sliding windows tinted **£240.00** pr
Rear rubber load area mats from **£68.84**
Lap belts **£29.94** each
3 point harnesses **£49.20** each
Inner window surround trim kit **£330.00**
Front Roof Head Lining 90/110 **£150.00**
Rear Roof H/lining 90/110 **£180.00**
Rear head lining finisher **£48.00**
Seating and others available - please call for details

**FREELANDER / DISCOVERY INTERIOR**

Discovery I / II roller blinds from **£240.00**



Discovery 1 dash repair kit from **£40.80**



Freelander 1 armrest from **£84.00**



Freelander 2 cubby box / arm rests from **£102.00**



Freelander 1 armrest from **£84.00**



Freelander 2 cubby box / arm rests from **£102.00**

UNIVERSAL INTERIOR ACCESSORIES

Seat covers front from **£45.00**

Seat covers rear from **£30.00**

Rubber front floor mats from **£45.00**

Rear rubber floor liners from **£69.95**

Land meter **£20.38**

Dog guards from **£71.94**

**SERVICE AND REPAIR KITS**

Wheel bearing kits from **£31.19**



Swivel housing kits from **£78.00**



Swivel pin kits from **£49.99**



Defender replacement hinge kits **£42.00**



Service kits from **£14.95**

ALLOY WHEELS

16" Boost wheels (new) **£102.00**

16" Boost wheels (refurbished) **£49.95****

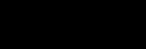
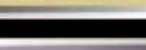
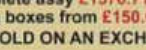
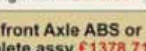
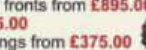
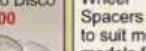
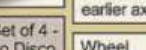
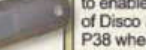
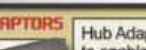
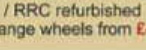
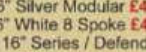
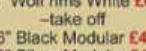
16" Deep dish wheels (new) **£102.00**

16" Deep dish wheels (refurbished) **£49.95****

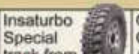
16" Tornado wheels (new) **£96.00**

16" Tornado wheels (refurbished) **£49.95****

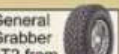
** Refurbished wheels are sold on an exchange basis, surcharges will apply**

**TYRES**

BF Goodrich MT from **£132.00**



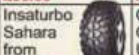
Insaturo Special track from **£90.00**



General Grabber AT2 from **£132.00**



BF Goodrich AT from **£126.00**



Insaturo Sahara from **£89.40**



General Grabber UHP from **£93.60**



Insa turbo AT from **£89.95**

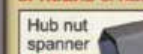


Insa turbo MT from **£90.00**

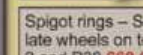


Goodyear Wrangler MTR 235/85 x16 **£132.00**

Other tyres available please call for details.

SPACERS & ADAPTORS

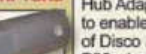
Hub nut spanner **£8.34**



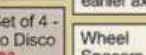
Spigot rings - Set of 4 - late wheels on to Disco 2 and P38 **£60.00**



Locking wheel nuts all models from **£40.80**



Hub Adaptors to enable fitment of Disco II and P38 wheels onto your earlier axles **£390.00**



Wheel Spacers to suit most models from **£192.00**



Heavy duty wheel braces from **£10.38**



Freelander wheel shims **£59.95**

RECONDITIONED TRANSMISSION

Series Gearbox from **£595.00***

LT77 Gearbox **£570.00***

Freelander from **£522.00***

R380 Gearbox Disco / Def **£660.00***

R380 Range Rover P38 **£720.00***

Transfer boxes Def / RR / Disco from **£595.00***

Differentials all models from **£234.00***

Clutch kits from **£79.95**

NEW Prop shafts all models from **£58.75**

ALL UNITS SOLD ON AN EXCHANGE BASIS

**RECONDITIONED AXLES**

Disco / RR / Def fronts from **£895.00**

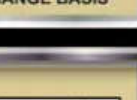
Rears from **£695.00**

Recon Axle casings from **£375.00**

NEW Defender front Axle ABS or non ABS Complete assy **£1378.71**

Recon steering boxes from **£150.00**

ALL UNITS SOLD ON AN EXCHANGE BASIS

**FREELANDER RUNNING GEAR**

iRD Unit new - outright **£1140.00**

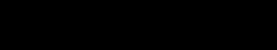
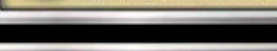
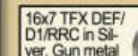
iRD Unit reconditioned **£780.00***

Rear Differential **£372.00***

Viscous Coupling **£450.00***

Front Prop section **£264.00**

Rear Prop section **£180.00**

**TERRAFIRMA WHEELS**

16x7 TFX DEF/D1/RRR in Silver, Gun metal Grey or Black **£159.99**



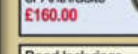
16x7 Dakar DEF/D1&2/RRR & P38 Black or silver from **£162.00**



6x7 RVS D2/P38 in Black or Anthracite **£160.00**



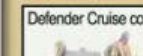
16x7 RVS DEF/D1/RRR in Black or Anthracite **£150.00**



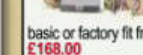
Bead lock rings and bolt kit set of 4 **£450.00**



16x7 Offender DEF/D1/RRR **£132.00**

TERRAFIRMA ACCESSORIES

Defender Cruise control kits



basic or factory fit from **£168.00**



Bulkhead removal bar for extra room **£155.94**



Jerry cans in a range of sizes and colours



from **£22.75** Holders, spouts and seals also available



Seat extension brackets DEF **£54.00**

TERRAFIRMA LIGHTING

Terrafirma 8" Halogen spot lights



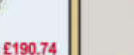
LED work lamp multi voltage **£69.95**



ECE 7inch Round PR **£475.00** per pair



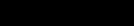
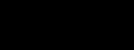
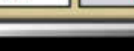
Xenon spot lights **£190.74**



LED Upgrade kits from **£120.00**



Xenon spot lights **£190.74**



STARTING THEM YOUNG

As long as their feet can reach the pedals, kids can drive a Defender at the North Yorkshire Off-road Centre with the picturesque Robin Hood's Bay providing the perfect backdrop

Pictures: Patrick Cruywagen







“I can just about see over the steering wheel”



ukLANDROVER EVENTS

THEY DON'T only do Junior Driving Experiences, they also offer various tours and training. For more details see www.ukLANDROVERevents.com or www.nyoffroad.co.uk. You can also email Colin on colin@ukLANDROVERevents.com or call him on 07787 555060.

Prices:

- Junior Driving Experiences (2-2½ hours): **£175**
- Recreational Off Road Tuition (2-2½ hours): **£175**
- 4x4 Experience Day Tour (full day tour of North York Moors driving our vehicle): **£250**
- Tuition & Tour Package: **£275**
- Professional Off Road Training (for two drivers) from: **£495**
- Half day 4x4 Experience (2-2½ hours) at the off-road centre: **£175**

My name is Vincent Porter and today is going to be the best day of my life as I'm going to drive a Defender for the first time, taking it around the North Yorkshire Off-road Centre. Most of you reading this have probably already seen loads of off-road action in your Land Rovers, but I'm only 11 years old. For my last birthday Mum took me to a small track at Loughborough where I was able to drive a bright yellow Lamborghini Gallardo. I managed to get it up 53 mph, but that is about as fast as they will allow kids to drive there.

My Dad used to be an off-road instructor in Africa and I've done many trips with him so I have a pretty good idea of what happens when a Land Rover drives over rough or rocky terrain. This will be my first time behind the wheel of a Defender and I hope to make Dad proud. He has been promising me for ages to take me somewhere that I can do some off-road driving in a Land Rover. Then at the Billing Show we met the likeable Colin Bell from ukLANDROVERevents and they offer Junior Driving Experiences at their off-road centre. Before I could sign up they put me into the closest Defender to see if my feet could reach the pedals. Lucky for me they did. I was going to drive a Defender.

Robin Hood's Bay is about 200 miles from my house in Market Harborough. Dad woke us up at sunrise as we were meeting Colin there at lunchtime. My sister Charli does not like the early mornings and she was still half asleep when we set off in Dad's Discovery 2. He has done loads of work on it over the summer and has added a roof rack and rooftop tent. We would be heading to Wales after my Junior Driving Experience for the family

summer holiday. We could not have picked a better day for my drive, the sun was out and it was hot. The North Yorkshire Off-Road Centre lies to the north of Robin Hood's Bay and from here we had great views over the bay, beaches and faraway cliffs.

Colin tells me that despite the sunshine he will find us a bit of water and mud to drive through during the session. This makes me even more excited if that is at all possible. Before my driving session starts we take a walk around the impressive off-road site. It's been here since the seventies and is pretty well established. Most of the obstacles and tracks are natural though there is a very steep looking concrete incline and concrete side slope. They look like fun and I cannot wait to drive over them though I'm not sure what to do if I stall on that incline? Colin promises to show me.

Colin has the latest Defender 110 with the 2.2-litre four-cylinder engine and he tells me to hop into the driver's seat. I cannot believe this is actually happening. How many 11 year olds can say they have driven a Defender on an off-road course? I can just about see over the steering wheel and bonnet, surprisingly I'm not very nervous, just excited. Colin starts with a safety briefing while I try and find a comfortable driving position. "We are only going to driving in low range today and will only use first and second gear. You don't need speed when off-roading and the low range will help you control the Defender."

There is a gravel track that runs all the way around the off-road site and this is where we begin. Colin tells me to be gentle on the accelerator as I pull away for the first time. He also advises that I try to keep the engine sounding the same, with no sudden

accelerating. Easier said than done and I stall on my first pull away. Soon we are moving in the right direction. Though if I have to be honest I might have to say more or less in the right direction. This is because anyone who has ever driven in a Defender will know that they do move about quite a bit when off-roading and so I initially find myself over steering. It does not take me long to get used to this and soon I am able to comfortably keep the big Defender in the tracks.

The steering wheel is bigger than I thought and the clutch takes some effort to engage, this all makes for a pretty decent workout for my little arms. So after about 45 minutes Colin calls a halt to proceedings so that I can take a break. He later says that this is normal for the two hour 30 minute Junior Driving Experience session, and it gives Dad a turn behind the wheel while I take a short recovery break.

Before I get another go at driving Colin demonstrates the correct way to do a failed hill climb. The key is to take your feet off the clutch and brake pedal at the same time, this is so that you return to the bottom of the hill in a controlled manner. During the one demonstration he keeps his foot on the clutch

and we hurtle uncontrollably down the hill. This is just to show me what happens if I do it wrong. I definitely won't be doing that. It's now my turn to do a proper failed hill climb. I'm a little nervous but luckily mum, dad and Charli are about to watch me. About three-quarters of the way up the hill I slam on the brakes and the Defender stalls. My moment of truth has arrived. Once we are in reverse I check for no obstacles behind me and make sure that the wheels are straight. I start her up. My feet come off the brakes and clutch at exactly the same time, we move backwards. It definitely seems to be much easier than it looks. I have done it; and my family cheer. Dad asks Colin how I am doing? "He has good throttle control and I think he is doing well."

Most of the top section of the site is perfectly safe for junior drivers and this is where we do most of the driving and training. Fortunately Colin takes care of the handbrake and gears and I just have to focus on the three pedals and the steering. We are the only vehicle on site so I don't have to worry about anyone else.

Now that I know how to pull away, drive over bumpy gravel tracks and do a failed hill



Right:
11 year old Vincent
learns how to
drive through
mud and water





"The time has come to get Colin's Defender a little dirty"



Left and below: Vincent leaves the session in awe of how Defenders make an easy job of tough obstacles



CAMPING

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climb, it was time to go and have a little fun on some of the other obstacles.

The photographer wanted some scenic, side slope, cross axle and water shots and this is what we went to do next. Colin tells me to steer far to the right at the side slope. This is so that we can drive on the steepest part of it. This is what Defenders were made for: driving over impossible looking obstacles. I just keep the wheel straight and despite the fact that we are at a steep angle, there is no danger of tipping over. At the end of the side slope my right front wheel has to drop down a step. I slow down to a crawl and barely feel the drop. This is just awesome, the Defender makes driving over these tough obstacles look easy.

At the top of the quarry there is a short mud run with some water. The time has come to get Colin's Defender a little dirty. I pull away in first and can smell the thick dark mud and feel the tyres slice through it without any problems. Towards the end of the session we bump and bounce our way through a series of cross axles. I have to reverse out of one and try a different line. This time I am successful. Time flies when you're having fun and before I know it Colin calls a halt to proceedings. Sadly the two-and-a-half hour session is over.

Dad is beaming proudly as I jump out of the driver's seat. I cannot believe that I have just driven a Defender over some pretty challenging obstacles. Colin was so calm and I just listened as he told me exactly what to do. So much for never listening. Mum gives me a hug and Charli a high-five. I stare out to the beach at Robin Hood's Bay, the ice-cream van I spotted earlier is still there. I think I might deserve one. My friends at school are never going to believe this.



Left: Colin Bell, instructor of Junior Driving Experience, reassures dad that his son will be safe



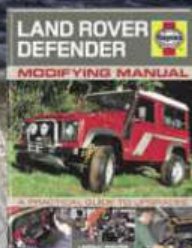
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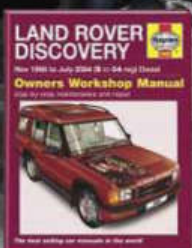
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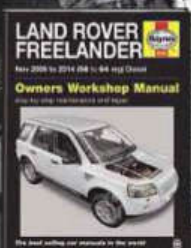
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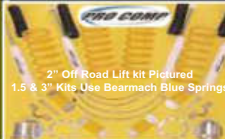
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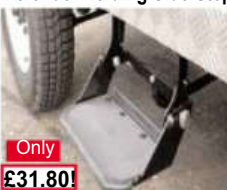
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A person wearing a dark grey or black hooded sweatshirt is seen from the back, standing in front of a white car. The background is a corrugated metal wall, possibly a garage or storage unit. The scene is dimly lit, suggesting an outdoor setting at dusk or dawn.

GONE IN 30 SECONDS

Own a Land Rover with a keyless entry system?
Then you could be a target of the car-hacking
crime wave that is sweeping the nation

Story: Louise Woodhams Pictures: Patrick Cruywagen



If you live in London, then I should imagine you're all too aware that keyless Land Rovers and in particular Range Rovers are at a heightened risk of being stolen. In fact, last year half of the 89,000 car thefts in London used a cloned key. Worse still, owners who park their vehicles on the street are struggling to get insurance following the spate of thefts across the capital.

Now without casting aspersions I can probably assume that most people reading this live far from the hustle and bustle of the city.

That's not to say that this doesn't affect you however. If you own a vehicle that is started with the push of button rather than by putting a key into the ignition, then you are at risk.

Put simply, those that don't wish to earn a living have found ways to bypass keyless entry and ignition systems, which enables them to steal cars at will. If you're part of an organised criminal gang with a penchant for high-value vehicles, or even vans – this is an industry-wide problem – then you've got the dream setup.

So how do they do it? Well, first off the thief has to gain access into the interior of the vehicle. Once inside, that enables them to hack into a car's electronic security system, and use a piece of equipment – available online for around £50 to £100 – to program blank key fobs. It is thought that cloning is done at hand car washes, franchise and non-franchise dealers, hotel concierges – any situation basically whereby you hand over your vehicle and key to someone else.



SOUNDS ALARMING

"HAVING WORKED in the automotive security industry for 20 years I have seen many different forms of vehicle theft come and go.

When I started in 1993 the majority of cars had no security other than the car key itself. In those days we were installing aftermarket alarms and immobilisers, and the challenge then was to ensure our installations couldn't be disabled by a car thief.

Around four years later, car manufacturers, particularly in Europe, started installing Chip Keys, which were basically insurance approved immobilisers built into the car as standard. This prevented hot wiring or the breaking of ignition barrels and had a dramatic effect on lowering the numbers of vehicle theft.

As these systems became the norm and this type of security was a standard item for most cars, thieves moved on to stealing car keys through burglaries or simply from bags or lockers.

To combat this type of thief companies like Cobra, Scorpion and Traffic Master developed small, covert tracking devices that were hidden in the car and could report its real time location in the event of a theft. For higher value cars we even offered driver recognition tags, which had to be kept separately from the car keys and would trigger an instant alert if the car was moved without the tag present.

Recently the shift has gone to high tech. Owners are wise to the risk of leaving their car keys by the front door and thieves know that the manufacturer's security is too good to bypass. So instead they are using sophisticated, but readily available, devices to program blank keys to cars enabling them to disarm security and drive away in seconds.

We had been aware of this problem for a number of years, but it wasn't really made publicly aware until Watchdog did a feature on BMWs and demonstrated how easy and quick it was to program a key to one of their cars. As always the aftermarket companies quickly looked for solutions to the problem and we now have great products from Cobra with their 4615 ADR alarm/immobiliser system and Traffic master with their Trackstar Advanced tracking system, both of which will prevent a thief with a cloned key from being able to start the car."

Andrew Gainsford, Owner



Why is cloning even possible I hear you ask? It all stems from European Block Exemption legislation which forces all car makers to make available information about their diagnostic systems, including any security updates, to allow third party garages to repair their cars. That information is being abused by unscrupulous individuals. This is an extremely serious issue for the automotive industry, and one that Jaguar Land Rover, together with the SMMT, is pressing for a change to the law, to prevent the abuse of that open access.

They have also been working closely with

police forces across the country, which has resulted in a number of prosecutions. As well as continuing to meet stringent automotive legislation with its security systems, Jaguar Land Rover also has a dedicated engineering team constantly developing new technologies to try to stay one step ahead of criminal gangs.

Kim Palmer, Public Relations Manager of Jaguar Land Rover, gave this piece of advice to *Land Rover Monthly* owners: "Treat your car and your keys like your credit card and your PIN. Always try to park in a well-lit area; and when you lock your car, ensure the full security system, including volumetric sensing and deadlocks are activated, by pressing the lock button twice.

It's also worth checking with your retailer how many keys have been programmed for your vehicle and if this ties up with the number expected. Only use retailers you trust to maintain your vehicle, and most importantly think twice if you are going to give your keys to unknown third parties. If you believe you have left your keys with an untrusted source, please contact your local retailer."

If you want to take an extra step to safeguard your vehicle, then in-car entertainment and security specialist, Sounds Alarming, can fit Cobra's special security system, which specifically protects against key clone theft.

Traditionally there are three lines of defence in the electronic fight against car crime. Firstly, an alarm, which acts as a deterrent and guard against theft; secondly an immobiliser, which prevents theft; and thirdly a tracking device, which recovers a stolen vehicle. It's worth noting that the majority of





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Web: www.soundsalarming.co.uk

PRICE: Cobra 4615 ADR alarm/immobiliser
and fitting: £699

new Land Rover and Range Rover models now have a tracking system fitted as standard.

Cobra's 4615 ADR alarm/immobiliser adds a fourth line of defence, an anti-key cloning/RF (Radio Frequency) key blocking device. Unlike other competitor products on the market, Cobra's alarm uses the OE key to remain armed in a hack/clone situation. It provides your key with what is called an additional passive digital signature – Authorised Driver Recognition (ADR) Tag – preventing cloned keys from starting the vehicle because the digital signature needs to be present.

The cloned key cannot disarm the Cobra alarm – plus the Cobra siren will trigger if the ADR Tag is not present. If the keys are taken with the ADR Tag and the vehicle is subsequently stolen, then Cobra's Trak Stolen Vehicle Tracking system will be activated.

Established in 1997, with branches in Kent and Cheshire, Sounds Alarming has rapidly grown to become one of the UK's most recognised names in supplying and fitting vehicle security.

All of their staff are fully trained with cumulatively over 100 years of experience and are members of the MESF – in layman's terms the equivalent of a gas engineer being Corgi registered. So, you can rest assured that your vehicle is in safe hands.

With around 300 Range Rover Evoques and Range Rover Sports stolen in London alone between January and July 2014, if you own a vehicle with a keyless ignition system you should be taking the necessary precautionary steps to protect your pride and joy.

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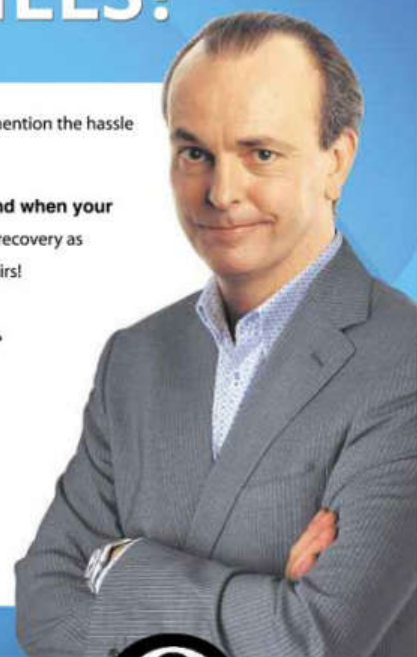
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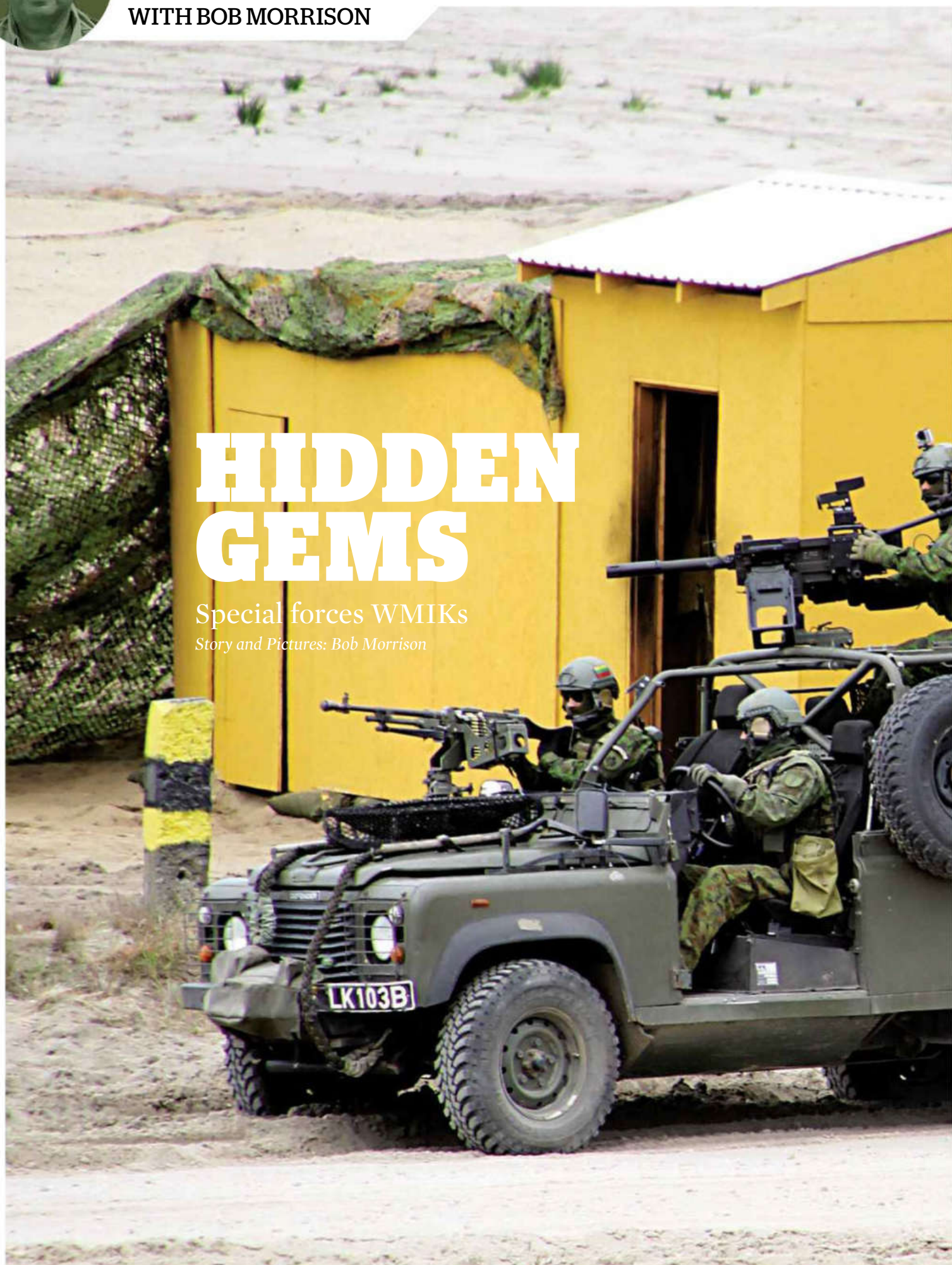


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HIDDEN GEMS

Special forces WMIKs

Story and Pictures: Bob Morrison





A pair of Lithuanian SOF WMK Defenders - vehicle on left has a 40 mm automatic grenade launcher as main armament and the other has a 12.7 mm heavy machine gun



“The belly plate provides mine protection”



1: A Special Operations Forces Jaeger in front of his Defender 110 WMIK. These vehicles were converted by Ricardo Special Vehicles from civilian specification Land Rovers to equip Lithuanian troops deployed to Afghanistan as part of ISAF

IN ADDITION to the fleets of Wolf Defenders converted for UK Forces and the Royal Netherlands Marine Corps, Ricardo's Special Vehicles division based at Shoreham also produced WMIK (Weapons Mount Installation Kit) Land Rovers for Italy's elite Carabinieri and Lithuania's Special Operations Forces. I have covered the British, Dutch and Italian WMIKs in past issues of *LRM* but, although I was aware of the existence of the small Lithuanian fleet, until this June all I had seen were a couple of images and a few tantalising glimpses on videos of past operations in Afghanistan.

While on the Zagan Training Area covering the NOBLE JUMP 2015 phase of the ALLIED SHIELD series, aimed at reassuring the Baltic nations that NATO partners would stand alongside them if Russia continues militarily expanding its sphere of influence westwards, I was able to photograph two platoons worth of Czech KAJMAN Rapid Deployment Vehicles and a brace of interesting WMIKs. Unlike the KAJMAN, which is a five-door gunship based on the Defender 130 chassis, this WMIK pair were three-door variants on the Defender 110 chassis and looked more like British Para WMIKs than stretched Special Operations Vehicles.

The multinational demonstration phase of NOBLE JUMP 2015, held on the massive Polish Army armoured vehicle live-fire range to the south-east of Zagan, commenced with an assault by combined Special Operations Forces on a hamlet where

insurgent warlords, High Value Targets in military parlance, were meeting. Both Air Troop and Mobility Troop contingents of SOF participated, with the former being inserted by helicopters and the latter converging on the target building using Humvees, Land Rovers, All-Terrain Vehicles (buggies) and off-road motorcycles.

When two Land Rovers sped into view among a fleet of Polish SF Humvees (HMMWV or High Mobility Multipurpose Wheeled Vehicles), one of my Polish military specialist photographer colleagues exclaimed: “Here come the Czechs!” Another photographer disagreed, and told him the vehicles looked much more like British WMIKs. At which point I drew their attention to the steering wheels on the left hand side and suggested they were probably Lithuanian. A little later, when reviewing images on my camera I was able to confirm this by zooming in on the national flag markings on some of the combat helmets.

Closer inspection of the images reveals that left hand drive is not the only major difference between Lithuanian and British WMIKs. If you compare with my shot of the British Para Engineer O-WMIK in the box-out, taken on Stanford Training Area in 2005 before British Forces deployed into Afghanistan's Helmand Province, you will see that the Lithuanian vehicle has a much higher rear cage. The original British WMIKs were designed with a lowered rear cage and ring mount to allow them to be transported inside, and deployed straight off



the ramp of CH-47 Chinook helicopter transports. As the Lithuanian Air Force uses the less capacious Mil-8 transport helicopter however, they underslung their Special Operations Forces Land Rovers instead.

Produced by Ricardo for the Ministry of National Defence of the Republic of Lithuania between 2005 and 2007, these WMIK conversions are said to be based on civilian specification Defender 110s. The chassis code for LK103B though shows it is another of those oddities that appear to have the Extra Heavy Duty or XD chassis. Going by its VIN plate it is a 2006 model vehicle and its engine is the EU5-compliant 2,493cc Td5 diesel.

According to Ricardo's sales brochure, the Lithuanian conversions included: a fourth seat for a rear gunner; a crew protection weapon mount; a mine blast protection armour system, developed with Israeli specialists Plasan Sana; different stowage frames; a 24V supply for radios, with EMC (Electro Magnetic Compatibility) suppression kit; a self-recovery winch; and Oxley infra-red lighting. Interestingly, these WMIKs appear to have been produced before UK Forces started to encounter the IED (Improvised Explosive Device) and landmine problems in Afghanistan's Helmand Province. This led to the introduction of the Enhanced-WMIK variant at the start of 2007 (see May 2007 issue), so it is quite likely their design process helped with Ricardo's rapid development of the E-WMIK.

The belly plate to provide mine protection to the cab area is clearly visible, but not

DECLASSIFIED



UK PARA WMIK

THE WMIK grew out of a late 1980s requirement by the Parachute Regiment, and its parent formation 5 Airborne Brigade, for a mobile Support Weapons (i.e. heavy machinegun and anti-armour weapon) carrier, which could be air-dropped from a C-130 Hercules aircraft on a Medium Stressed Pallet. The fledgling 24 Airmobile Brigade developed a similar requirement, but they wanted something transportable inside Chinook helicopters. It looked like the puny Light Strike Vehicle might be adopted, but by the time 5 and 24 Brigades morphed into 16 Air Assault Brigade the WMIK had evolved.

apparent in my shots is the rear compartment loaded armour. The Lithuanian SP operators, though happy enough to pose for my camera so long as masked, were not too keen on me sticking my lens into the 'back office' of their gunship. They did, however, let me have a look around so I was able to confirm both that the fold-up and mesh-backed Ricardo third seat, used by the top gunner when not manning the vehicle's primary armament, is central and rearward-facing atop the gunners platform plus the fourth seat is left-facing at the right rear of the compartment.

The vehicle winches were covered throughout the demo and follow-on display, but I am reasonably confident from their outline that they are WARN and fitted to D44 tapered winch bumpers. On each rear body side there is a fold-down mesh shelf for carrying crew bergens etc., with a large mesh panel supported from the canopy frame to retain the kit, and the vehicles have the same design of front and rear stowage panniers as their British equivalents.

Unlike UK Forces WMIKs, which only have a single secondary weapon in front of the vehicle commander, the Lithuanian version has a second general purpose machine gun mount at the rear left. On combat operations the fourth crew member would provide rear cover with this weapon, but during NOBLE JUMP 2015 only three operators were deployed with each WMIK. The secondary weapons fitted to these vehicles are 7.62mm FN MAG machineguns which, with the exception of wooden stocks and blank firing



Machine
gun-armed
WMIK

“Their primary mission is Counter-Terrorism”



IS IT REALLY 25 YEARS?

THIS YEAR Land Rover Fest at Billing did not clash with the War & Peace Revival at Folkestone and, as it was also the 25th show to be held at the Aquadrome, there was no excuse for me missing the party.

It was great meeting everyone and that unforgettable ale-fuelled late evening stroll on the Friday, along the Nene Way back to my digs under a beautiful blue moon, is probably best described as being quite emotional.

I was one of the original team of Land Rover loving journalists involved with the very first Billing, several of whom congregated around the hog roast and beer trailer outside the LRM marquee on the Friday night. I have to say I found it hard to comprehend that it really was the 25th such show.

Of course most of us have a lot less hair these days and look almost a quarter of a century older but, curiously, Uncle Frank Elson actually looked considerably younger and fitter than he did back in 1991. Sometimes, I positively hate you Francis!

attachments, are virtually identical to the licence-produced L7A2 GPMG fitted to British WMIK variants.

The primary armament carried in the ring mount fitted atop the rear cage is either the 12.7mm M2 Heavy Machine Gun, often called the fifty-cal (0.50 inches calibre), or Heckler & Koch 40 mm Grenade Machine Gun; the same main weapons carried now by most British WMIKs. Two Lithuanian Defenders participated in the NOBLE JUMP SF demo, with one carrying each type of primary weapon, but only the 7.62mm guns were fired during the assault with blank ammunition.

The users of these interesting Land Rovers are the elite Vytautas the Great Jaeger Battalion, named after the national hero and medieval ruler, who form the core of the Lithuanian Special Operation Forces command. Their primary mission is Counter-Terrorism. Other roles include Direct Action, Reconnaissance Behind Enemy Lines, Hostage Rescue and VIP Protection. Similar in many ways to Britain's SAS or Germany's KSK, Lithuanian Jaeger Special Operation Forces squadrons participated both on Operation ENDURING FREEDOM in Northern Afghanistan, from 2002 to 2004, and as part of the multinational ISAF mission in Southern Afghanistan from 2007.

Today the Lithuanian Jaegers, along with their WMIK Defenders, are part of NATO's new Very High Readiness Joint Task Force (VJTF). It was established at the 2014 Wales Summit and aims to deploy as a multinational spearhead at short notice in response to threats against NATO sovereignty and to bolster any Alliance nation under threat.

2



3



2: All WMIKs are equipped with winches

3: Dismounted SOF Jaegers clear a building while top gunner provides covering fire

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THE V8 ADDICT

In his spare time Chris Woods likes to project manage Defender builds. Is this his best creation to date?

Story: Patrick Cruywagen Pictures: Alisdair Cusick



Below right:
The badge is a reminder that this is a very special car



Chris Wood is not your average Defender nut. He has owned and sold more than 40 of them and has no plans of ever stopping. This includes two priceless 50th Anniversary Defenders, a 5.7 Overfinch Defender, and an impressive JE Engineering 4.4 Defender V8.

Talking of which, this man is mad about V8s, and that's where the thinking behind this Ninety came from. You see, during his early days with Land Rover, Chris fell in love with the Range Rover Classic, especially the engine. "I was frustrated and thought that Land Rover did not do enough with the Defender brand."

The customers at the urban dealership where he worked were not interested in the commercial Defenders on sale. So Chris started playing with engine conversions and body mods back in the late 1980s. "To me there is nothing like a V8, Land Rover offered us a succession of horrible engines. The 2.5TD that I started with was hideous, while the 200Tdi is a bit asthmatic unless you tweak it. There is a massive market for V8 Defenders and Land Rover are missing out." I tell Chris that my sources at Land Rover tell me that there is a V8 on

ENGINE UPGRADES

- Roadcraft Chevy Power crate ZZ4 360 bhp Long Block engine (including ZZ4 heads and roller cam)
- Edelbrock RPM intake
- Edelbrock 600 carb
- HEI distributor
- Taylor ignition leads
- GM Power alternator and bracket set
- Water pump
- Crank damper
- Flex plate
- Alloy pulleys for crank
- Elite valve covers
- GM Racing Billet Pulley set and mounting cradle
- GM hi-torque starter motor
- GM PAS pump
- GM Air con pump (air con not fitted)
- Engine Mounts Marks 4WD Australia.

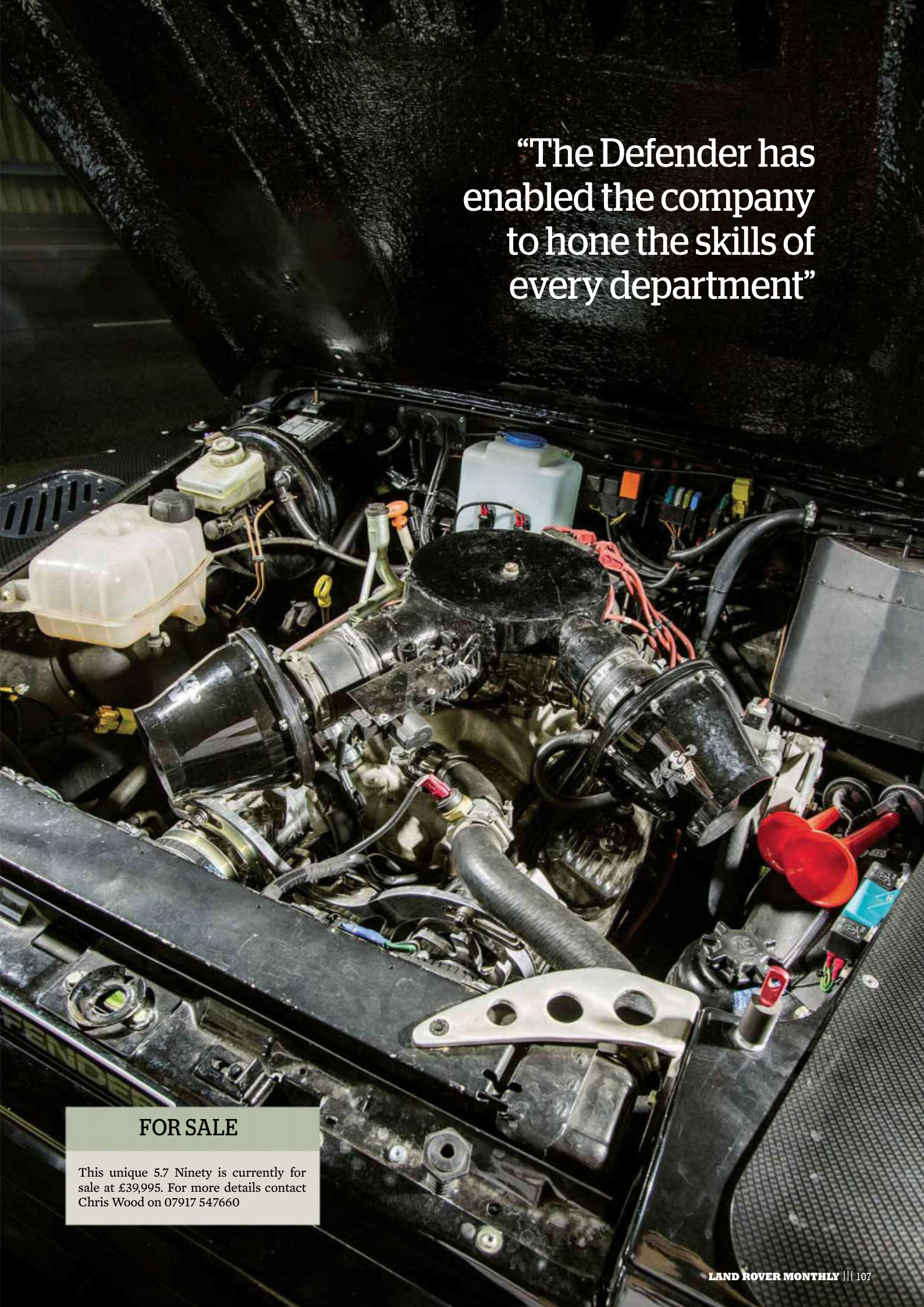
the way. It sounds like Chris was ahead of his time.

Back to the present though, Chris wanted to project manage this one from start to finish, and make sure that everything was done with the best available products on the market.

This rather complex venture began with the rolling chassis of a 1988 Ninety that Chris purchased for £3000. More importantly it had been registered with the DVLA as a V8 even though it actually started out life as a 2.5 NA military-spec Ninety. When Chris purchased it, there was a rather tired old V8 under the bonnet though the previous owner had installed a tidy Td5 bulkhead. The first thing they did was to disassemble it all back to a rolling chassis.

So where does one begin when building your dream Defender? The chassis was stripped back to bare metal; they had to get through about twenty layers of paint to get there. Chris was happy with what he saw. Two of the front outriggers needed replacing and then it was repainted and treated with Dinitrol.

The bulkhead was next and it too was stripped and rebuilt. It was then time to order the parts including the Chevy Power crate ZZ4 360 bhp Long Block engine, conversion kit and engine



“The Defender has
enabled the company
to hone the skills of
every department”

FOR SALE

This unique 5.7 Ninety is currently for sale at £39,995. For more details contact Chris Wood on 07917 547660

mounts. Unfortunately as with most projects there are hiccups and the delivery of the engine was delayed by two months. After owning a 5.7 Chris knew that he wanted the same engine again. To ensure that sort of power was still drivable in a short wheel base, Chris took the diffs, transfer box and gearbox to Ashcrofts to be rebuilt.

Chris took an old-school approach to the engineering, wanting the bulletproof 5.7 to be mated to a classic four-speed gearbox. The thinking behind it was Pro Street or Kings Road rather than a genuine off-roader. You definitely won't find anything like this on a working farm.

When running a massive V8 the issue of overheating needs to be addressed before it occurs. To counter this they ordered a billet aluminium mounting kit to house the power steering pump, aircon, compressor and alternator. "It's not easy putting a five-cylinder into a Ninety because there is no clearance between the front of the engine and the radiator," explains Chris. To help solve the problem they installed a hi-flow radiator that runs four electric fans. The rear two is driven via temperature control while the front two run permanently, so they push and pull the air.

When he owned his 50th Anniversary Defender the suspension was given a three inch drop, but this made the ride way too harsh. Chris did not want this to happen again, despite the fact that it was meant to drive like a road car and he went with a Terrafirma Sports pack minus one inch. This pack consists of: lowered springs, lowered multi-faced sports dampers and anti-roll bars both front and rear.

As for wheels he went for the monster 20 inch Kahn alloys. They had to custom build billet wheel spacers that widened the track by 40 mm; this also helped to fill the big wheel arches. Derek Alfrey did all the initial heavy engineering and basic bodywork.

The vehicle was then taken back to Richard Tuck at RST Landrovers in West Mersea for detailing and finishing. According to Chris what they don't know about Land Rovers is not worth knowing. During its first real test run they suffered a rather serious setback, an electrical fire. This was as a result of the new Puma doors' electric windows being incorrectly wired, the switch overheated and then the inevitable happened.

The Ninety was taken off the road and handed over to Neil Parfitt of Parfitt Mobile, Norwich. "He did an amazing and very thorough job with the electrics after the fire, completely rewiring the 90," explains Chris. It was an expensive and time-consuming setback, but Chris soldiered on with the project. For him this was all about taking his 30 years of Land Rover experience and putting all of that into one vehicle, his dream Defender. Victor Jones who is a well-known V8 Defender enthusiast was hugely involved in the project, offering constant advice and encouragement.

The aim of the project was to try and create a very specific look; let's call it Pro Street, a look that continues into its somewhat understated interior. If you look at what Defender builders such as Kahn are doing then this was much more subtle, there is no sign of quilted leather and contrasted stitching. It was meant to be businesslike and





“The Defender has enabled the company to hone the skills of every department”



This page:
Attention to detail has produced a superb-looking creation, inside and out



functional. This explains the Spareco racing bucket seats in the front, which have been custom mounted onto Defender runners. To make sure the V8 does not deafen you it has a soundproof rubber flooring with rubber matting in the back, where you'll also find a red powder coated roll cage (to match the belts) and LPG tank. Then just to make sure that you can hear the music above the engine, there is a kick ass hi-fi.

The best way for me to experience this expensive V8 project is to take it for a drive. With the engine less than a thousand miles old it was a little tight and I was unable to unleash all of the beast. This will come with time but it was still able to go from 0 to 60 mph in about 8 seconds, not bad for a brick. The first thing you fall in love with when driving it is the unmistakable burble of the V8, and before you know it you are doing unnatural speeds for a Defender. Thanks to the uprated brakes stopping is not unnaturally harsh.

Once my run behind the wheel is over I ask Chris if he is happy with what he has done? “I will undoubtedly build another Defender soon, but this time I will control the cost, having almost blown the original budget of £25k out of the water. by almost doubled that.

“When you do a project like this there are always minor details that you would change, but I am happy with what I have created. It is everything that I wanted it to be.” What we like is the fact that is has not been overly personalised, it still offers a future owner the opportunity to make their mark on it. Maybe there is somebody out there willing to throw another £50,000 at it?

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GO WILD IN MOROCCO

Crossing eastern Morocco the traditional way,
with just a Land Rover and compass

Story: James Davies Pictures: Beren Davies



Whatever it has to be close!" I shouted to my son Beren as we raced across the flat desert plain, glancing between our big Silva compass mounted on the centre console and out across the open front of our Land Rover One Ten. We were leading our group of four vehicles across the wide, flat plain of the Rekkam plateau in Eastern Morocco and heading for a massive gorge that crossed our path somewhere ahead of us.

This was our second trip to this remote and little visited region of Morocco. After a first exploration in 2013, our group of four overland friends decided there was more to see and planned a return in the spring of 2015. The first trip came about after I had recently moved from Canada to the UK in late 2011, accompanied by my recently purchased 1986 ex-military Land Rover One Ten featured in the May 2015 issue of *LRM*. Nicknamed Tembo the Swahili word for elephant, I was keen to find a destination to take my new truck where we could get away from civilisation and chose Morocco.

While almost all the 4x4 tour groups followed a fairly standard 'corridor' across central Morocco, inevitably ending at Erg Chebbi, I was more interested in a massive blank spot on the map in the east of the country. After posting on a 4x4 overland

forum for anyone interested in exploring this area with me, the first trip took shape and was completed in October 2013.

Planning for this current trip got underway at the Adventure Overland show in 2014 at Stratford-Upon-Avon where we were presenting a video from our previous expedition. From this point we ended up with six vehicles, four Defenders, a Discovery 1 and a Vauxhall Frontera. We all met up in Tarifa, Spain in early April to start our adventure. Sadly, two vehicles dropped out here when the Discovery developed a gearbox problem and another Defender stayed behind with them. Crossing into Morocco at Cueta, the remaining four vehicles collected our insurance in M'Diq and made our way to our desert kick-off point in the town of Taza.

The main feature of eastern Morocco is the Rekkam Plateau, a massive windswept landscape sitting at over 5000 feet of altitude. To ascend to the plateau we set off from an old, abandoned French Foreign Legion fort outside the town of Mahirija. Following a donkey cart track cut into the side of a massive escarpment, we climbed up onto the stony plateau and then headed on a compass bearing southeast to a road junction about 30 miles away. From this known point we set off across the largely unpopulated

vastness of the Rekkam.

Navigation in this region takes confidence. GPS nav systems are not much use as there are no roads and few tracks to follow. Maps are largely blank. Each day we would choose a compass bearing and set off cross country, sometimes following tracks between Berber tent encampments but more often just travelling across open desert keeping our compass needles on southeast.

The terrain of the plateau is largely flat desert, but it also is crisscrossed by ranges of rocky hills, deep wind-carved wadis and winding dry river beds. Drivers have to keep alert as often flat desert suddenly drops away into deep, cliff-edged dry river valleys. My 22 year-old son had joined me on this trip having graduated from university in Canada and it was our first adventure together since our many safaris while living in Zimbabwe years earlier.

"I think I see something!" I shouted above the noise of wind and motor. Our goal was to find a massive canyon whose three main arteries snaked north-south across the eastern side of the plateau. Sure enough, we all slowed and edged up to a canyon that spread across to the horizon before us. We found a way down and bumped our way across the valley floor, climbing in and out of dry river courses, steep wadis and fording a



“Once across the canyon, the terrain became increasingly sandy, rocky and rough”



shallow river at the centre past a goat herder watering his flock.

Once across the canyon, we continued south east as the elevation started to drop away and the terrain became increasingly sandy, rocky and rough. The crossing of the plateau had taken three days and we were in need of a resupply. Pulling into the desert town of Tendirara, we stocked up on fruit, vegetables, fresh baked bread and topped up our fuel tanks.

The next leg was going to be much more challenging. We set off eastwards, towards the Algerian border and the dry lake bed of Chott Tigri. Once the site of a famed battle of the French Foreign Legion, reaching the lake bed required us to bounce across rugged, stony terrain, sand dunes and dodge massive 'baby's heads', mounds of hard sand topped with coarse grasses. The easiest part was the dry riverbeds, where over flat sands we could maintain speeds of 20 to 30 mph as we zigzagged along their winding courses.

It was in this area that we faced our first challenge.... deep sand. In 2013, most of our group had set up their vehicles like many typical overland trucks: roof racks, roof tents and packed to the rafters with gear, water, fuel and food. It was here, in this sandy backcountry, we discovered the curse of the traditional overlander: weight! Trucks were

sinking into the soft sand and the laborious process of stopping to get each other unstuck every few minutes made most of us leery of any sand we saw. Our goal this time was to face down this enemy and overcome it. So, everyone shed as much weight as possible.

Tembo fortunately never had that problem. After many years in military reconnaissance units and a further ten years banging around various African countries in a string of open top 88in, 109s and 110s I had developed a different attitude to overlanding. My theory has always been that if intrepid adventurers on motorcycles can circle the planet then I should be able to live in relative luxury with what I can pack into the load bed of an open top Land Rover. In my opinion, the Camel Trophy model loaded to the gills with assorted paraphernalia is the worst way to set up a vehicle for the type of terrain we would be crossing.

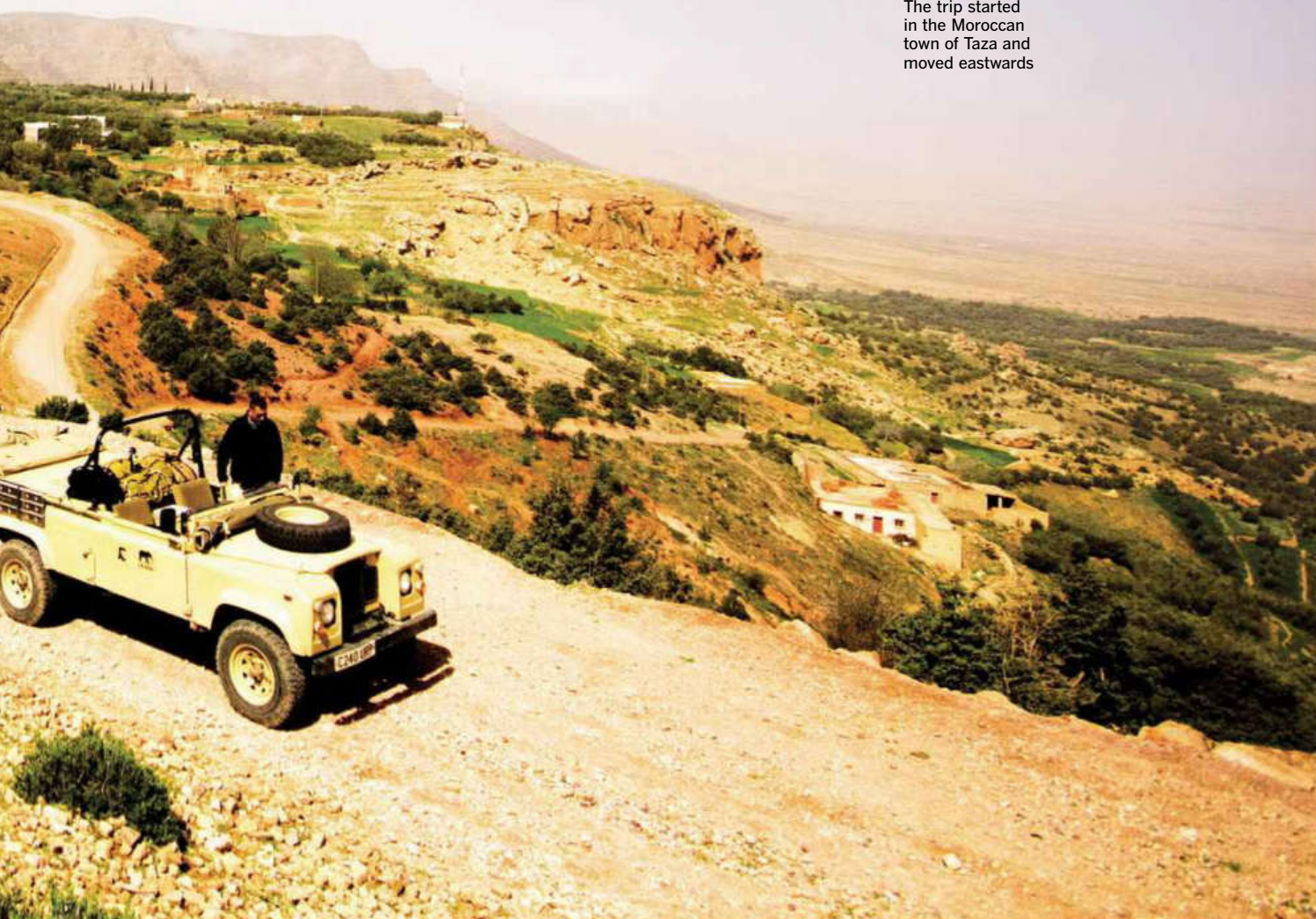
With Tembo, I tried to go no top whenever possible and the windscreen removed (and strapped to the rear deck). If I wanted to see the world inside a hermetically sealed, climate controlled glass and steel bubble I could have stayed home and watched the Discovery channel. And, I guess the proof is in the results: in the two trips Tembo has never broken down or gotten stuck and we usually lead the way on most legs.

So finding our first proper dunes, we all spent an hour or so just driving over them, getting stuck, digging out and practicing in high and low ratios to perfect our techniques. It was tiring, but a hell of a lot of fun. Pushing on eastwards we finally reached the sun baked surface of Chott Tigri and marked the furthest east we were to reach on this trip.

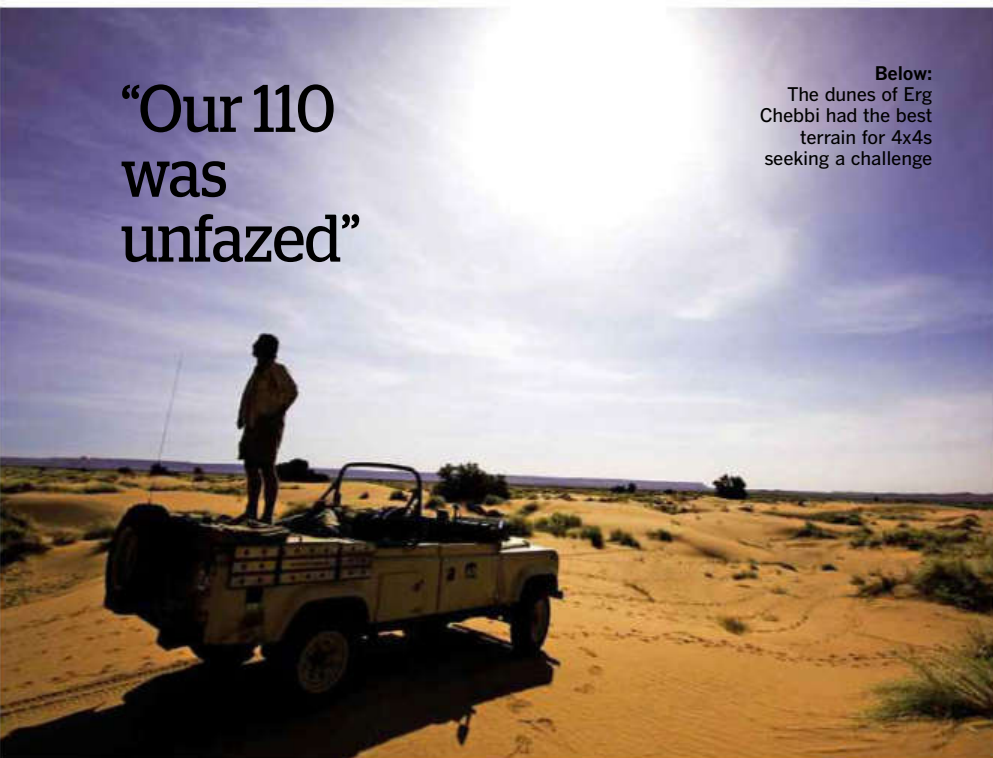
Turning back westwards we made for Bouarfa, a pleasant and scenic desert town where we planned to resupply once more. We had passed through Bouarfa in 2013 on our way to the remote gem of the Moroccan desert: Figuig. An ancient border oasis town lying in the farthest corner of Eastern Morocco and looking into Algeria. This time however, we would bypass Figuig and head for an old, abandoned WWII train depot built to move German prisoners of war to and from prison camps in the desert. Finding the now disused railway line we followed it south until just before sunset when we found the old station complex. Looking like an old ghost town from a distance we had planned to camp there, but discovered on arrival that it was now home to a squatter population and after a few photos, pushed on to a range of hills in the distance.

The rough terrain and cross-country driving was starting to take its toll on two of our vehicles. The Frontera's shock absorber

Below:
The trip started in the Moroccan town of Taza and moved eastwards



“Our 110 was unfazed”



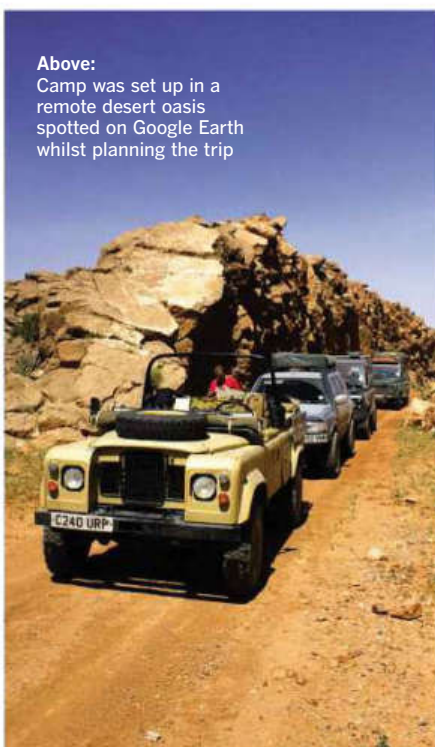
Below:
The dunes of Erg Chebbi had the best terrain for 4x4s seeking a challenge

bushings were slowly disintegrating and the ride was becoming very rough. One of Defenders was also having suspension trouble. Before setting off from the UK, the owner had upgraded his front suspension with stiffer springs and racing shock absorbers. The setup would have been fine for short duration greenlaning but the stiff nature of the ride was causing fittings all over the truck to vibrate themselves loose. Both vehicles were reduced to crawling along at 5mph on anything other than soft, smooth sand. Unfortunately, the next leg to Boudenib was going to cross mostly rough, stony and rocky tracks.

We had passed through this area on the last trip, following rough trails between tall, east-west running ridges of weathered, craggy rock. Moving along slowly, we passed through the Korima Pass before turning south to our first organised campground at Boudenib. Run by two Frenchmen, this oasis of luxury featured hot showers, cold beer and some terrific food. Taking a rest day to do laundry and some basic maintenance, the Frontera also made a run to Erfoud for new shock absorbers. Tembo was doing fine. Other than overheating on the trail once when my son forgot to turn on the electric radiator fan, our light weight 110 was unfazed by the rigors of remote Morocco.



Above:
Camp was set up in a remote desert oasis spotted on Google Earth whilst planning the trip



We set off the next morning southwards towards the Algerian border again, before turning west to follow it towards the dunes of Erg Chebbi. Some of the best terrain in Morocco for 4x4s seeking a challenge lies in these border areas. On one occasion in 2013 we had driven within 50 meters of the border and were waved back from a potential accidental crossing by some very friendly border guards. This time, the border was marked by a 100 meter-tall escarpment. The track we were following started off relatively sedate but soon moved into really spectacular badlands that forced us to crawl between house-sized boulders, up and down steep, scree covered slopes and along winding, deep canyons marked by strangely wind-carved rock formations. The two limping trucks found the going really tough. The shocks procured for the Frontera in Erfoud were the wrong size and the bushings hadn't fitted properly causing the vehicle to pitch and roll wildly on the demanding terrain. The slowly disintegrating Defender continued to rattle itself apart on its stiff suspension.

Eventually the badlands gave way to the edge of another massive canyon. As we reached the rim a large, rusty sign noted Zone Militaire and several hundred meters away along the top of the escarpment lay a Moroccan army border post. While this caused a bit of concern amongst the others I assured them we were fine as French, Spanish and other European overlanders often took this route. Leading us down a twisting, rocky track in Tembo, we eventually emerged onto a wide sandy plain. The Algerian border still loomed on our left and border posts could be seen dotting the sands in the distance. It was getting late though and I led our group to a remote desert oasis I had spotted on Google Earth during trip planning. Here, we set up camp amongst the palms and lush greenery for a well-deserved rest.

The next morning we pushed on, once again crawling at not much more than 5 to 10 mph as the battered Frontera and rattling Defender struggled with their suspension problems. At midday we reached the massive sand dunes of Erg Chebbi and after dodging the clouds of touts on motorcycles on the western side while we resupplied, we forged through the dunes to a quiet campsite on the less travelled eastern side of the Erg. Here our party decided to split. The two struggling trucks would get back on the tar highways and return to Spain. My son and I in Tembo and our friend John in his spectacular Defender, hand built up from a bare galvanized chassis, would continue on.

The next morning, our two groups went our separate ways after breaking camp. It was sad because the next couple of days were some of the most fun I have had in a 4x4. Sticking to the lower dunes on the east side of Erg Chebbi, our two remaining Land Rovers made their way south. Here the dunes were perhaps 10 to 20 feet high and we had a great time rolling across them. We followed the border westwards for another couple of days, but eventually we too had to regretfully turn back north and start the long journey home.

It was a great trip and my son and I hope to continue looking for those big, blank spaces on the map as we plan our next trip... topless of course!

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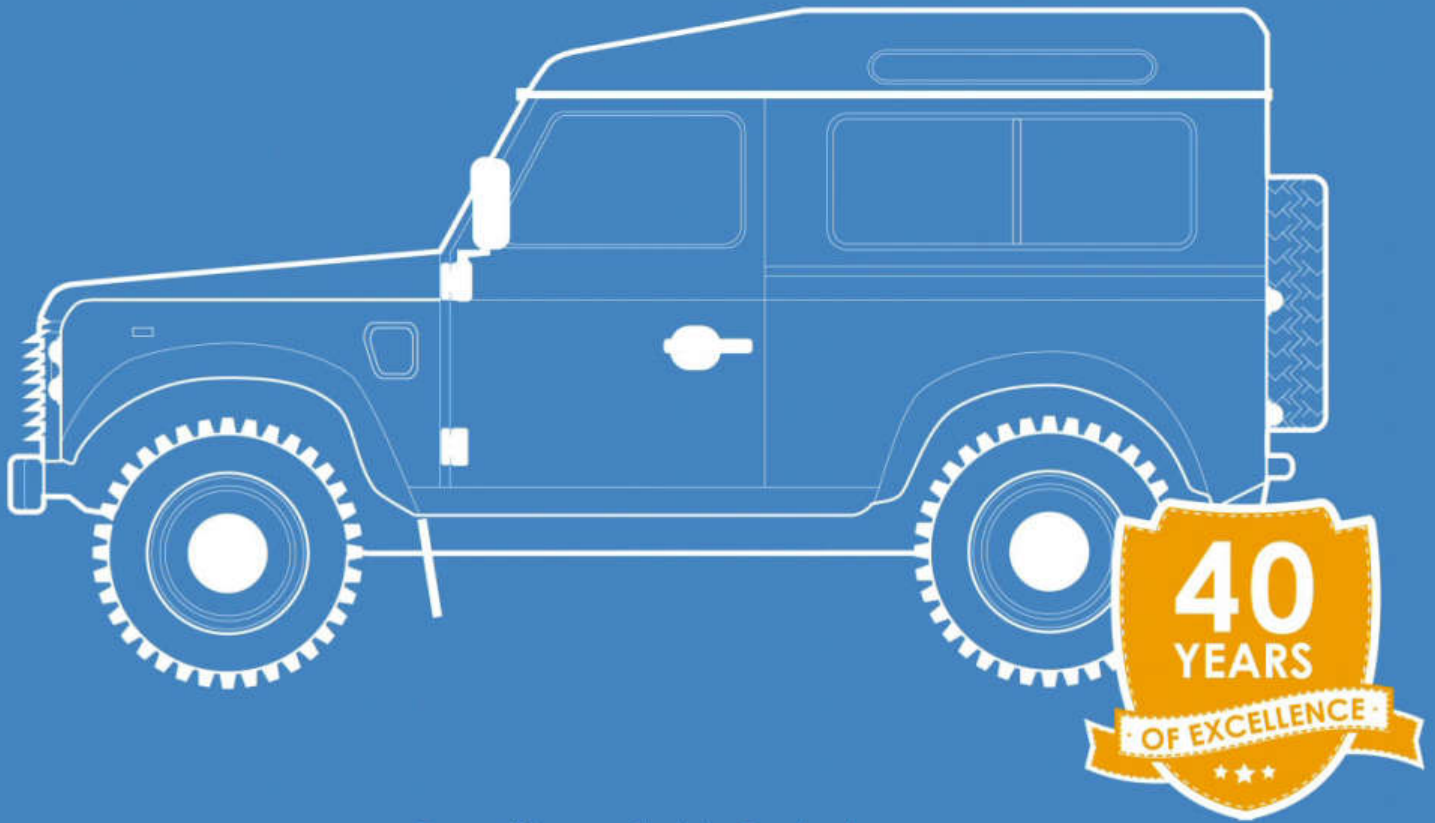


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CBB209DF	9 Dr chest	710x370x420	£129.98	£155.98
CBB211DF	11 Dr Cabinet	785x490x1075	£299.98	£359.98
CBB309DF	9 Dr chest	975x370x420	£179.98	£215.98
CBB311DF	11 Dr Cabinet	1045x490x1075	£379.00	£454.80

4 **£179.98** EXC.VAT
£215.98 INC.VAT

LARGE 37" CABINET

NEW

Clarke HEAVY DUTY BOLTLESS SHELVEING

Boltless, quick and easy assembly (only a mallet is required)

- Tough steel frame
- Adjustable height shelves
- 5 easy wipe clean laminate board shelves
- (W)1220 x (D)460 x (H)1830

CORNER UNIT

ONLY £79.98 EXC.VAT
£95.98 INC.VAT

BLUE, RED AND SILVER AVAILABLE

ALSO ASSEMBLES AS BENCH

265 KG PER SHELF

WIDE 48"/1220mm

Clarke BOLTLESS SHELVEING

Simple, fast assembly in minutes using only a hammer

ROLLED EDGE UPRIGHTS GIVE:

- ✓ EXTRA STRENGTH
- ✓ SMOOTHER FINISH
- ✓ SLEEK LOOK

ASSEMBLE AS SHELVING, BENCH OR CORNER UNIT

150 KG PER SHELF (evenly distributed) Strong 9mm fibreboard shelves

350 KG PER SHELF (evenly distributed) Strong 12mm fibreboard shelves

Contents not included (all items)

MODEL SHELF DIMS WxDxH (mm)

Model	WxDxH (mm)	EXC.VAT	INC.VAT
150kg	800x300x1500	£24.98	£35.98
350kg	900x400x1800	£49.98	£59.98

CHOICE OF 5 COLOURS

RED, BLUE, BLACK, SILVER & GALVANISED STEEL

SAVE 10%

WHEN YOU BUY ANY MIX OF 5 FROM THIS RANGE SAVE AT LEAST **£17.99** INC.VAT

SEE NEXT PAGE FOR MORE!

Clarke

GENERATORS

Honda engine models available

FROM ONLY **£89.99** EX VAT
£107.99 INC. VAT

FG3005

MODEL	KVA	HP	EXC. VAT	INC. VAT
G720	0.7		£89.98	£107.98
G1200	1.1		£149.98	£179.98
FG2500	2.4	6.5	£189.98	£227.98
FG3005	2.8	7	£239.98	£287.98
FG3050	3	8	£369.00	£442.80
FG4050ES	4.5	11	£479.00	£574.80
FG5100ES	5.5	13	£569.00	£682.80

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Clarke JUMP STARTS

- Integral work light
- Extra long 1m leads • 910 includes air compressor
- Long life battery

FROM ONLY **£52.99** EX VAT
£63.99 INC. VAT

HEAVY DUTY 17KG

MODEL	START	PEAK AMPS	EXC. VAT	INC. VAT
900	400A	900A	£52.99	£63.99
910	400A	900A	£59.98	£71.98
4000	700A	1500A	£114.99	£137.99
12/24 1000A@12v 2000A@12v			£129.98	£155.98
500A@24v 1000A@24v				

Clarke TURBO AIR COMPRESSORS

- Superb range ideal for DIY, hobby & semi-professional use
- 8/250

FROM ONLY **£79.98** EX VAT
£95.98 INC. VAT

BIG 2HP 7.5CFM

HUGE CHOICE OF SPRAY GUNS & AIRTOOLS

*Stationary belt driven

MODEL	TURBO	CFM	TANK	EXC. VAT	INC. VAT
Tiger 8/250	2HP	7.5	24ltr	£79.98	£95.98
Tiger 7/250	2HP	7.5	24ltr	£89.98	£107.98
Tiger 11/250	2.5HP	9.5	24ltr	£119.98	£143.98
Tiger 8/510	2HP	7.5	50ltr	£129.98	£155.98
Tiger 11/510	2.5HP	9.5	50ltr	£149.98	£179.98
Tiger 16/510	3HP	14.5	50ltr	£219.98	£263.98
Tiger 16/1010	3HP	14.5	100ltr	£269.98	£323.98

Clarke 24V CORDLESS IMPACT WRENCH

- Inc. 17, 19, 21 & 23mm chrome vanadium sockets
- 1 hour fast charger

FROM ONLY **£89.99** EX VAT
£107.99 INC. VAT

HEAVY DUTY

NEW RANGE

MODEL	MAX TORQUE	EXC. VAT	INC. VAT
Cordless CEV1000	450Nm	£56.99	£68.99
Cordless CIR450C	450Nm	£119.98	£143.98

Clarke PETROL POWER WASHERS

Can now draw own water from butt/barrel

FROM ONLY **£179.98** EX VAT
£215.98 INC. VAT

NEW RANGE

MODEL	PRESSURE	BAR/PSI	HP	EXC. VAT	INC. VAT
Tiger1700/1100/1595	2.6	£179.98	£215.98		
Tiger2500/170/2465	4	£249.98	£299.98		
Tiger3000/200/2900	6.5	£329.98	£395.98		
PLS195	186/2698	6.5	£399.98	£478.80	
PLS265	260/3770	13	£599.00	£718.80	

Clarke AXLE STANDS

- Ratchet action for quick height adjustment
- Solid in pairs

FROM ONLY **£19.98** EX VAT
£23.98 INC. VAT

3 TON & 6 TON MODELS

MODEL	TONS	MIN/HEIGHT	EXC. VAT	INC. VAT
CAX-3TBC	3	300-430mm	£19.98	£23.98
CAX-6TBC	6	400-615mm	£29.98	£35.98

Clarke FARM JACKS

- Foot operated hydraulic powered
- Adjustable for springs up to 350mm dia. & 254mm in length
- Yoke travel: 340mm

FROM ONLY **£45.99** EX VAT
£55.99 INC. VAT

1000

FARM JACKS

• Max Load 2000Kg

Clarke ENGINE STANDS

- Rotates through 360°
- Fully tested to proof load
- Folds for storage

FROM ONLY **£49.98** EX VAT
£59.98 INC. VAT

MODEL	CAPACITY	EXC. VAT	INC. VAT
CES340	340kg	£49.98	£59.98
CES500A	227kg	£54.98	£65.98
CES540	450kg	£69.98	£83.98
CES750A	340kg	£79.98	£95.98
CES560	560kg	£84.98	£101.98
CES680F	680kg	£119.98	£143.98

Clarke MIG WELDERS

- Quality machines from Britain's leading supplier
- All models featured are fan cooled (except PRO90)
- See online for inc. accessories

*was £490.80 inc. VAT *was £539.98 inc. VAT

FROM ONLY **£179.98** EX VAT
£215.98 INC. VAT

MODEL	MIN-MAX AMPS	EXC. VAT	INC. VAT
PRO90	24-90	£179.98	£215.98
110E	30-100	£214.99	£257.99
135TE Turbo	30-130	£239.98	£287.98
151TE Turbo	30-150	£269.98	£323.98
165TE Turbo	30-155	£339.00	£406.80
175TECM Turbo	30-170	£399.00	£478.80
205TE Turbo	30-185	£429.00	£514.80

Clarke QUALITY CAST IRON STOVES

FROM ONLY **£249.00** EX VAT
£298.80 INC. VAT

6.9KW

POT BELLY

6KW BUCKINGHAM

£89.98 EX VAT
£107.98 INC. VAT

FLUES, COWLS & ACCESSORIES AVAILABLE

20 STYLES AVAILABLE SEE IN-STORE OR ONLINE

Clarke JETSTAR PRESSURE WASHERS

- JET8000 & 9000 include hose reel
- Detergent applicator for extra cleaning power

FROM ONLY **£54.99** EX VAT
£65.99 INC. VAT

MODEL	MOTOR	MAX. PRESSURE	EXC. VAT	INC. VAT
JET1750	1600w	1522psi	£54.99	£65.99
JET1900	2000w	1957psi	£79.98	£95.98
JET8000	2400w	2610psi	£139.98	£167.98
JET9000	2600w	2900psi	£159.98	£191.98

Clarke STRUT SPRING COMPRESSOR

- Foot operated hydraulic powered
- Adjustable for springs up to 350mm dia. & 254mm in length
- Yoke travel: 340mm

FROM ONLY **£119.98** EX VAT
£199.98 INC. VAT

SSC1000

Clarke 3 TONNE JACKS

FROM ONLY **£44.99** EX VAT
£53.99 INC. VAT

QUICK LIFT

IN STOCK UP TO 5 TONNE

MODEL	TYPE	SADDLE HEIGHT	EXC. VAT	INC. VAT
CTJ3000QL Quick Lift	195-520	£44.99	£53.99	
CTJ300L6 Pro Instant Lift	145-520	£83.99	£100.79	
CTJ3000G Pro Garage	120-520	£84.99	£101.99	

Clarke ANGLE GRINDERS

FROM ONLY **£22.99** EX VAT
£27.99 INC. VAT

NEW

MODEL	DISC (mm)	MOTOR	EXC. VAT	INC. VAT
CAG800B	115	800w	£22.99	£27.99
CAG1050B	115	1050w	£27.99	£33.99
BAD CD115	115	710w	£28.98	£35.98
CAG2350B	230	2350w	£42.99	£51.99

Clarke ENGINEER'S DRILL PRESS

- Tables tilt 0-45° left & right
- Depth gauge
- Chuck guards

FROM ONLY **£59.98** EX VAT
£71.98 INC. VAT

MODEL	WATTS	EXC. VAT	INC. VAT
CDP5EB	350/5	£59.98	£71.98
CDP101B	245/5	£79.98	£95.98
CDP151B	300/5	£109.98	£131.98
CDP10B	370/12	£169.98	£203.98
CDP301B	510/12	£199.98	£239.98
CDP451F	510/16	£239.98	£287.98
CDP501F	980/12	£429.00	£514.80

B=Bench mounted
F=Floor standing

Clarke BODY REPAIR KITS

FROM ONLY **£79.98** EX VAT
£95.98 INC. VAT

CS10BRK

- Fast snap connector attachments for quick & easy assembly
- Hydraulic pump, ram & hose with various tubes, pieces & connectors
- Includes metal case
- Fast action pump

MODEL	CAPACITY	EXC. VAT	INC. VAT
CS4BRK	4 tonne	£79.98	£95.98
CS10BRK	10 tonne	£139.98	£167.98
CS10SBRK	10 tonne	£149.98	£179.98

Clarke BATTERY CHARGERS/ENGINE STARTERS

- Ammeter
- Multi-position charge regulator
- Overload protection on charging cycle

FROM ONLY **£47.99** EX VAT
£57.99 INC. VAT

BC520N

MODEL	MAX AMPS	CHARGE/BOOST	EXC. VAT	INC. VAT
BC100N	15/100	£47.99	£57.99	
BC130N	15/120	£51.99	£61.99	
BC190	38/180	£89.98	£107.98	
BC210C	15/120	£94.99	£113.99	
BC410E	35/400	£119.98	£143.98	
BC205N	30/200	£169.98	£203.98	
BC520N	50/510	£179.98	£215.98	
BC430N	60/400	£369.00	£442.80	

*was £155.98 inc. VAT *was £227.98 inc. VAT

Clarke 3 TONNE JACKS

FROM ONLY **£44.99** EX VAT
£53.99 INC. VAT

QUICK LIFT

IN STOCK UP TO 5 TONNE

MODEL	TYPE	SADDLE HEIGHT	EXC. VAT	INC. VAT
CTJ3000QL Quick Lift	195-520	£44.99	£53.99	
CTJ300L6 Pro Instant Lift	145-520	£83.99	£100.79	
CTJ3000G Pro Garage	120-520	£84.99	£101.99	

Clarke HYDRAULIC BOTTLE JACKS

FROM ONLY **£7.99** EX VAT
£9.99 INC. VAT

NEW

Telescopic Range

MODEL	EXC. VAT	INC. VAT	MODEL	EXC. VAT	INC. VAT
2 tonne	£7.99	£9.99	8 tonne	£17.99	£21.99
4 tonne	£11.99	£14.99	10 tonne	£29.99	£35.99
5 tonne	£14.99	£18.99	12 tonne	£24.99	£29.99
6 tonne	£14.99	£17.99	20 tonne	£34.99	£41.99

Clarke HEAVY DUTY INSTANT GARAGES/WORKSHOPS

- Ideal for use as a garage/workshop • Extra tough triple layer weatherproof fabric • Heavy duty powder coated steel tubing
- Ratchet light tensioning

FROM ONLY **£219.99** EX VAT
£262.80 INC. VAT

10' RANGE

NARROWER WIDTH

GREAT WHERE SPACE IS TIGHT

ZIP CLOSE DOOR

MODEL	SIZE (LxWxH)	EXC. VAT	INC. VAT
CIG1015	4.6 x 3 x 2.4M	£219.00	£262.80
CIG1216	4.9 x 3.7 x 2.6M	£259.00	£310.80
CIG1020	6.1 x 3 x 2.4M	£269.00	£322.80
CIG1220	6.1 x 3.7 x 2.5M	£299.00	£358.80
CIG1224	7.3 x 3.7 x 2.5M	£379.00	£454.80

LENGTH UP TO 24'

Clarke ENGINE CRANES

FROM ONLY **£149.98** EX VAT
£179.98 INC. VAT

CFC100

MODEL	DESC.	EXC. VAT	INC. VAT
CFC500F	1/2 ton folding	£149.98	£179.98
CFC100	1 ton folding	£154.99	£185.99
CFC1000LR	1 ton long reach	£199.98	£239.98

- Folding and fixed frames available
- Robust, rugged construction
- Overload safety valve

Fully tested to proof load

Clarke CAR TRANSPORTER LASHING

FROM ONLY **£16.99** EX VAT
£20.99 INC. VAT

5000KG CAPACITY

Clarke VAC KING WET & DRY VACUUM CLEANERS

- A range of compact, high performance wet & dry vacuum cleaners for use around the home, workshop, garage etc.

FROM ONLY **£47.99** EX VAT
£57.99 INC. VAT

SS = Stainless Steel

MODEL	MOTOR	CAPACITY	EXC. VAT	INC. VAT
CVAC20P	1250W	16/12ltr	£47.99	£57.99
CVAC20SS	1400W	16/12ltr	£59.98	£71.98
CVAC25SS	1400W	19/17ltr	£64.99	£77.99
CVAC30SS	1400W	24/21ltr	£86.99	£104.99

Clarke SUPERWINCH

- 24V available

FROM ONLY **£79.98** EX VAT
£95.98 INC. VAT

LT2000

MODEL	CAPACITY	EXC. VAT	INC. VAT
LT2000	907kg	£79.98	£95.98
UT3000	1360kg	£139.98	£167.98
S4000	1814kg	£299.98	£359.98

Clarke SOCKET SETS

Top quality chrome vanadium steel.

- 18 Sockets 8-32mm
- Comfort grip handle

LIFETIME GUARANTEE

PRO155

HUGE RANGE OF RATCHETS, SPANNERS AND SOCKET SETS

ONLY **£69.98** EX VAT
£83.98 INC. VAT

PRO234 62 PIECE 1/2" & 1/4" SOCKET & BIT SET

Clarke LOG BUSTERS

The fast easy way for consistent and accurate log splitting

FROM ONLY **£109.98** EX VAT
£131.98 INC. VAT

NEW

manual LOG BUSTER 7

MODEL	SPLITTING LENGTH (mm)	SPLITTING FORCE (Tonnes)	EXC. VAT	INC. VAT
Log Buster 4	444	10	£109.98	£131.98
Log Buster 5	355	8	£129.98	£155.98
Log Buster 7	370	4	£164.99	£197.99
Log Buster 5	520	4	£189.98	£227.98
Log Buster 6	1050	5.5	£365.00	£438.00
Log Buster 8	510	10	£549.00	£668.80

Clarke ARC ACTIVATED HEADSHIELDS

CWH6 ONLY **£39.98** EX VAT
£47.98 INC. VAT

CWH7 ONLY **£44.98** EX VAT
£53.98 INC. VAT

CWH8 ONLY **£44.98** EX VAT
£53.98 INC. VAT

- Activates instantly when Arc is struck
- Protects to EN379 • Suitable for arc, MIG, TIG & gas welding

Clarke WRENCH - CHT141

5" Extension bar • 1/2" - 3/8" adaptor • 28-210 Nm

ONLY **£19.98** EX VAT
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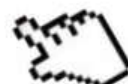
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UPCOMING EVENTS

WHAT'S ON THIS MONTH LAND ROVER DIARY

Dave Barker showcases the best gatherings to attend in your Land Rover

SEPTEMBER 17-19

Romania - 100 Tracks

Extreme driving & navigation event, Campulung Muscel, Arges, Romania
www.100tracks.net

SEPTEMBER 18-27

Portugal - Atlas Overland

Classic Tour
Tel: 07834 637355
www.atlasoverland.com

SEPTEMBER 18-20

Leicester & Rutland LRC

Camping, RTV & Tyro Trial
Eaton Grange, Eaton,
Melton Mowbray
www.lrlrc.co.uk

SEPTEMBER 18-20

FJ Manchester Classic Car show

EventCity, Manchester
www.manchesterclassiccarshow.com

SEPTEMBER 18-20

Italy - 6th Apulia Landy Meeting

Castle del Monte, Apulia
www.registrostoricolandrover.eu

SEPTEMBER 19-26

Bulgaria - Balkan Off-road

West Bulgaria
www.rallye-breslau.com

SEPTEMBER 19-20

LRO Land Rover Show

East of England Showground,
Peterborough
www.lroshow.com

SEPTEMBER 19-20

BAMA - Autumn Leaves

Off- & on-road navigation event
Lyneham
www.armymotorsports.co.uk/Disciplines/4x4-Navigation

SEPTEMBER 19-20

Essex Land Rover Club

Tyro, RTC & CCV Trial
Mentley, Essex
www.elrc.info

SEPTEMBER 19-20

Staffordshire and Shropshire LRC

Enduro two-day Comp Safari
Stone, Staffordshire
www.saslrc.co.uk

SEPTEMBER 20

Humberside Land Rover Club

RTV Trial, Wickenby, Lincs
www.humbersidelandroverclub.com

SEPTEMBER 20

Lincolnshire LRC

RTV & Ladies Trial
Scopwick, Lincoln
www.llrc.co.uk

SEPTEMBER 20

Northern Ireland LR Club

Forest Run
www.landrover-club.com

SEPTEMBER 20

Woolbridge Motor Club

4x4 Trial, Ridgeway
www.woolbridge.co.uk/4x4-trials.htm

SEPTEMBER 20

Muddy Bottom 4x4

Pay & Play Day
Minstead Manor Estate, near
Lyndhurst
www.muddybottom4x4.com

SEPTEMBER 21-24

Adventure Overland Show

Pre-event camping
Stratford Racecourse,
Stratford-upon-Avon
www.adventureoverlandshow.com

SEPTEMBER 21

Pennine Land Rover Club

CCV & RTV Trial, Kirton, Lincs
www.penninelandrover.co.uk

SEPTEMBER 22-OCT 3

Corsica - Landtrek

Pyrenean Explorer 3
Frontier Tour, Corsica
www.landtreks.com

SEPTEMBER 23-24

The Emergency Services Show NEC

Birmingham
www.emergencyuk.com

SEPTEMBER 25-27

Nottingham Land Rover Club

Off-road weekend
Biggin, Derbyshire
www.nottslrc.co.uk

SEPTEMBER 25-27

Series 3 & 90 - 110 Owners Club

Blackpool Weekend club event
Blackpool
www.thelandroverclub.co.uk

SEPTEMBER 25-27

Warwickshire & West Midlands Land Rover Club

Club event, Telford, Shropshire
www.wwmrlc.com

SEPTEMBER 26

Defender Challenge by Bowler Championship

Round 4, Trackrod Stages Rally,
North Yorkshire
www.bowlermotorsport.com

SEPTEMBER 26

Cheshire Land Rover Club

Greelane Day
<https://cheshirelandroverclub.wordpress.com>

SEPTEMBER 26-27

Lincolnshire LRC

Night - Day Comp Safari
Wickenby, Lincs
www.llrc.co.uk

SEPTEMBER 26-27

Northern Off Road Club

Comp Safari
Ellington Banks, Ripon,
North Yorkshire
www.norc.org.uk

SEPTEMBER 26-27

Peak & Dukeries LRC

CCV & RTV Trial
Middleton Top
www.panddlrc.co.uk

SEPTEMBER 26-27

Adventure Overland National 4x4
Bike & Trekking Travel Show



TRACKROD RALLY YORKSHIRE

SEPTEMBER 25-26

Round 4 of the 2015 Defender Challenge by Bowler Championship will see the Defender Challenge competitors in their Defenders take on the forests of North Yorkshire on the Trackrod Rally Yorkshire. The rally based at Pickering showground, just outside of Pickering is a round of several national rally championships, including the MSA British and BTRDA championships. The rally will see the Bowler competitors return to stage rallies after competing on the recent hill rally. This event will also see the Defenders by Bowler going head-to-head with the six Defenders of the Armed Forces Rally Team, who are regular competitors on the Trackrod Rally Yorkshire and other stage rallies around the UK. The rally takes place on Friday evening and Saturday with popular spectator stages in both Cropton and Dalby forests. Full details on the Defender Challenge and Rally Yorkshire can be found on several websites.

Web: www.bowlermotorsport.com or www.rallyyorkshire.co.uk



NORC COMP SEPTEMBER 26 - 27

The Northern Off Road Club are running a Comp Safari at Ellington Banks near Ripon, North Yorkshire over the weekend of September 26 and 27 sponsored by Ripon Land Rover. The competitive runs start at 12.00pm until 16.00pm on Saturday, followed by further runs on Sunday. The event is round 7 of the NORC Championship and also round 5 of the Scottish Cross Country Championship with competitors heading south from Scotland to compete. Details available on the NORC website. Web: www.norc.org.uk

Stratford Racecourse,
Stratford-upon-Avon
www.adventureoverlandshow.com

SEPTEMBER 26 - 27

4x4 Adventure Tours
Lakes and Yorkshire
Ambleside, Lake District &
Yorkshire Dales
Tel: 0776 9336099.
www.4x4adventuretours.co.uk

SEPTEMBER 26 - 28

The Great Northern Run
Lake District - Scottish
Highlands
www.thegreatrally.com

SEPTEMBER 27

Breckland Land Rover Club
Greenlaning
www.brecklandlrc.com

SEPTEMBER 27

Buchan Off Road Drivers Club
CCV Trial
Fetteresso
www.bordc.co.uk

SEPTEMBER 27

Chilton Vale LRC
Trial, Weston Underwood
www.cvlrc.co.uk

SEPTEMBER 27

Cornwall & Devon LRC
RTV Trial, Mary Tavy, Devon
www.cdllrc.com

SEPTEMBER 27

Dorset Land Rover Club
RTV Trial
<http://dorsetrover.co.uk>

SEPTEMBER 27

Hants & Berks Land Rover Owners Club
RTV Trial, Pay & Play Day
Hogmoor, Hampshire
www.hbro.co.uk

SEPTEMBER 27

Isle of Man Four Wheel Drive
IOMSPC Trial, Round 5
www.4x4.im

SEPTEMBER 27

North Wales Land Rover Club
Gwyddelwern, Denbighshire
www.nwllrc.co.uk

SEPTEMBER 27

Southern Rover Owners Club
RTV Trial
www.sroc.co.uk

SEPTEMBER 27

Wye & Welsh LRC
RTC/CCV Trial
Grosmont, Monmouthshire
www.wyllrc.co.uk

SEPTEMBER 27

David Mitchell's Landcraft 4x4
Snowdonia Adventure Plus Drive
Bala, North Wales
Tel: 07831 258864.
www.landcraft4x4.co.uk

SEPTEMBER 27

John Morgan 4x4 Driving
4x4 Owners Day
Slindon Safari, West Sussex
www.4x4driving.co.uk

SEPTEMBER 27

UK Landrover Events
Lake District Tour
www.uklandroverevents.com

SEPTEMBER 28

UK Landrover Events
Peak District Tour
www.uklandroverevents.com

OCTOBER 2 - 4

Leicester & Rutland LRC
Camping & CCV Trial
Lowesby Grange, Leicester
www.lrlrc.co.uk

OCTOBER 2 - 4

Kirton Off Road Centre
Pay & Play Day, weekend for
Macmillan Cancer Support
Kirton, Lincs
[www.facebook.com/
events/295665560624855](http://www.facebook.com/events/295665560624855)

OCTOBER 2 - 4

Germany - Adventure Northside
Overland & Bushcraft Expo
Walsrode, NW Germany
www.adventure-northside.com

OCTOBER 3 - 4

BAMA - Mudmaster
Road, Trial & off-road navigation
event
Dunfirmline, Fife
[www.armymotorsports.co.uk/
Disciplines/4x4-Navigation](http://www.armymotorsports.co.uk/Disciplines/4x4-Navigation)

OCTOBER 3 - 4

North East ROC
CCV & RTV Trial
West Woodburn, Northumberland
www.nero.org.uk

OCTOBER 3 - 4

Nottingham Land Rover Club
Cub event
Ashover, Derbyshire
www.nottslrc.co.uk

OCTOBER 3 - 4

Spain - Land Rover Party
4x4 off-road adventure
Land Rover Experience,
Les Comes
www.landroverparty.com

OCTOBER 3 - 11

UK Landrover Events
Pyrenees Mountain 4x4
Holiday Tour
www.uklandroverevents.com

OCTOBER 3

Rufforth Autojumble
Rufforth Park, near York
www.rufforthautojumble.com

OCTOBER 3

Morocco - Rallye Du Maroc
FIA World Cup for
Cross-Country Rallies
www.fia.com

OCTOBER 4

**17th Annual London 2 Brighton
Land Rover Run**

www.london2brighton.org.uk

OCTOBER 4

Lincolnshire LRC
Dave Rayson Leaf sprung CCV
Trial, Manton, Lincs
www.llrc.co.uk

OCTOBER 4

Muddy Millers 4x4 Club
www.muddymillers.net

OCTOBER 4

Shetland Land Rover Club
RTV Trial, Wormaldale,
Burn of Wormaldale
www.shetlandlrc.org.uk

OCTOBER 4

Solent & District LRC
Greenlane trip
www.sadlrc.co.uk

OCTOBER 4

Southern Counties Off Road Club
Aldermaston
www.scor4x4.co.uk

OCTOBER 4

Yorkshire Land Rover Owners Club
CCV & RTV Trial
Catlow Fold, Lancs
www.ylroc.co.uk

OCTOBER 4

Bala 4x4
Pay & Play
Bala, North Wales
www.bala4x4.co.uk

OCTOBER 4

Devils Pit
Pay & Play Day
Barton-le-Clay,
Bedfordshire
www.devilspit.co.uk

OCTOBER 4

Muddy Bottom 4x4
Pay & Play Day
Minstead Manor Estate,
near Lyndhurst
www.muddybottom4x4.com

OCTOBER 4

Piccadilly Woods 4x4
4x4 Fun Day
Bonley, East Sussex
www.piccadillywood4x4.co.uk

OVERLAND SHOW SEPTEMBER 26 - 27

If you're planning or simply just interested in an overland adventure then the Adventure Overland National 4x4, Bike & Trekking Travel Show at Stratford-upon-Avon Racecourse is the place to be over the weekend of September 26 and 27. The show features a host of trade stands supplying just about everything you might need for your overland adventure - from everyday items to a complete overland expedition truck. As well as trade stands and vehicle displays there will be seminar sessions, bush mechanics workshops, bushcraft activity area and much more. There is also a licenced bar, entertainment, salsa workshop, trade stands, vehicle displays, a Camper conversion area and club stands. Further information and prices can be found on the event's website.

Web: www.adventureoverlandshow.com

L2B 2015 OCTOBER 4

The 17th Annual London 2 Brighton Land Rover Run will start as in past years at the Hook Road Arena in Epsom (outside the LEZ) close to junction 8 of the M25 where there will be free camping for all L2B entrants on the evening of Saturday 3 October, along with catering and toilets. The run will finish on Madeira Drive in Brighton where there will be trade and club stands, demonstrations and even a Tug-a-Landy competition along with the L2B Raffle and L2B Trophies. Entry fee is £35 which includes a free T-shirt. For further information and downloadable booking forms visit the event's website. www.london2brighton.org.uk



THE NORTHERN LAND ROVER RUN OCTOBER 11

This year's Northern Land Rover Run organised by the Central Yorkshire branch of the Series III & 90-110 Owners Club starts in the Bradford area. The run will take you on an interesting and varied route through West Yorkshire and will finish at the Bradford Industrial Museum at Moorside Mills in Bradford. Moorside Mills was built around 1875 as a small worsted spinning mill and became an innovative museum in the 1970s. Today it has a permanent display of textile machinery, steam machinery and motor vehicles. The Northern Run is open to both club and non-club members and all models and ages of Land Rovers are welcomed. Further details and how to book can be found on the club's website. www.thelandroverclub.co.uk

OCTOBER 4

Newbury 4x4 & Vintage Spares Day
Newbury Showground, Newbury
www.4x4sparesday.co.uk

OCTOBER 6-21

Morocco - Atlas Overland
Grand Tour
Tel: 07834 637355
www.atlasoverland.com

OCTOBER 8-11

USA - Western National Land Rover rally
Sedona, Arizona
www.azlro.org

OCTOBER 9-11

France - Rallye TT Dunes et Marais
Royan, France
www.dunesetmarais.com

OCTOBER 9-11

Nottingham Land Rover Club
Off-road weekend
Holymoorside, Chesterfield
www.nottslrc.co.uk

OCTOBER 9-11

Somerset & Wiltshire LRC
Mendip Challenge CCV & RTV
Lambs Leer, Cheddar
www.somersetandwiltshirelrc.co.uk

OCTOBER 10-25

Morocco - Yorkshire 4x4 Specialists
4x4 Tour. Morocco-Traces

Berbers, Taourirt to Merzouga
Tel: 01757 638479. www.yorkshire4x4specialists.com

OCTOBER 10-11

Buxton & District LRC
Tyro & Trial, Tearsall, Matlock
www.badlrc.co.uk

OCTOBER 10

Loughborough Land Rover Club
Lanning
www.loughboroughlrc.co.uk

OCTOBER 11

The Northern Land Rover Run
Bradford, West Yorkshire
www.thelandroverclub.co.uk

OCTOBER 11

All Wheel Drive Club
Trial, Thornbury, Gloucester
www.allwheeldriveclub.net

OCTOBER 11

All Wheel Drive Club
Comp Safari
Walters Arena, Glyn Neath
www.allwheeldriveclub.net

OCTOBER 11

Anglian Landrover Club
CCV, RTV, Tyro & JTV Trial
www.anglianlrc.co.uk

OCTOBER 11

Chilton Vale LRC
Trial, Roundhill Woods
www.cvlrc.co.uk

OCTOBER 11

Isle of Wight 4x4 Club

RTV & Modified Trial
Northwood
www.iow4x4club.co.uk

OCTOBER 11

Northern Ireland Land Rover Club
Skills Assessment Event
www.landrover-club.com

OCTOBER 11

Pennine Land Rover Club
CCV & RTV Trial
Crosshills, North Yorks
www.penninelandrover.co.uk

OCTOBER 11

Staffordshire & Shropshire LRC
Comp Safari, South Wales
www.saslrc.co.uk

OCTOBER 11

Thames Valley 4x4 Club
Pay & Play Day
Oxley's Shaw, Reading
www.tv4x4.co.uk

OCTOBER 11

David Mitchell's Landcraft 4x4
Snowdonia Adventure Drive
Bala, North Wales
Tel: 07831 258864.
www.landcraft4x4.co.uk

OCTOBER 11

John Morgan 4x4 Driving
4x4 Owners Day
Boxgrove Quarry, West Sussex
www.4x4driving.co.uk

OCTOBER 11

4x4 Without a Club
4x4 day, Harbour Hill, Aldermaston
www.4x4-withoutaclub.co.uk

OCTOBER 11

Central Southern Vintage Agricultural Club
Land Rover Day, Rural Life Centre, Tilford, Surrey
www.rural-life.org.uk

OCTOBER 12-26

Morocco - Waypoint Tours
Anti Atlas & Sahara
4x4 guided tour
www.waypoint-tours.com

OCTOBER 15-18

Romania - 100Tracks
Extreme driving and navigation event, Buzau Buzan County, Wallachia
www.100tracks.net

OCTOBER 16-18

Germany - Badisches Allradtreffen
All-Wheel Drive Meeting
Baden-Wurtemberg, Germany
www.4-active.de

OCTOBER 18

All Wheel Drive Club
www.allwheeldriveclub.net

OCTOBER 18

Buchan Off Road Drivers Club
CCV Trial, Lumsdon
www.bordc.co.uk



RETURN TO BIGGIN QUARRY

The popular public 4x4 day returns for the Buxton LRC

Story: Phil Hunter Pictures: Nev Brindly

It had been six long years since Buxton and District Land Rover Club held a public 4 x4 driving day at Biggin Quarry in the picturesque Derbyshire countryside. Due to a change in the site layout at the quarry some years ago the club's popular bi-annual bank holiday 4x4 driving days were indefinitely suspended.

But this year the site changed ownership and some modifications were made to some parts of the venue. It was then decided that the club should hold a one-day driving day event to see if there was still a demand for such an event. This would also determine if the site was still big enough to accommodate club members, visiting drivers and spectators.

The trial event took place on a dull, wet, rainy Sunday and with ten minutes to go to the 10am start, there was only one paying customer, no sign of the portable toilets and a worried-looking catering guy who had sold just one bacon bap. Was it going to be a flop?

Happily, at 10am precisely we noticed a convoy of four 4x4s on the nearby A515, all slowing down and indicating to turn right. The question was, were they coming to our event or just going on their way exploring the local country roads and greenlanes? We were soon to find out – and we needn't have worried as they were soon queuing up at the gate for a day's off-roading.

Over the next hour and a half there was a

steady stream of other drivers arriving to try out their vehicles in the sort of off-road environment for which they were designed. To our great relief it was clear that this event certainly wasn't going to be a flop.

Before drivers could go on to the course to try out their skills, the scrutineering and signing on procedures had to be completed to comply with MSA event permit obligations. This resulted in part of the signing on marquee resembling a car boot sale as various loose items such as tool kits, spares of various descriptions and even a baby seat were removed from the vehicles in order to comply with regulations.

As I write this, we still have the baby seat – someone must have been in trouble when he arrived home!

Over the course of the day we had 40 drivers enjoying the quarry, and best of all the toilets turned up, none-too-soon for some rather desperate-looking passengers!

The day ran smoothly with club members all participating in marshalling and any recovery operations needed. They also manned the all-important pressure washer at the end of the day.

Following this successful return to the quarry event and the positive feedback, the club now intends to hold more 4x4 days in the future. Full details of all future events and club membership cat www.badlrc.co.uk

BUXTON & DISTRICT LAND ROVER CLUB

BUXTON & District Land Rover Club (BAD) are a MSA affiliated club and members of the Association of North Western Car Clubs. They are handily based and based in the Derbyshire Peak District. The club runs cross country trial events, which are open to other clubs and also non-Land Rover vehicle. The 2015 entry fees are set at just £18. These are held on Sundays approximately on a monthly basis on rough and rugged terrain at various venues around Derbyshire and surrounding areas. The club also runs Tyro Trials for novice off-roaders and younger drivers (13+), with entry fees set at £5. These are generally on the Saturday preceding the trial at the same venue but on gentle terrain. Free camping is normally available on the Sat night.

Web: www.badlrc.co.uk



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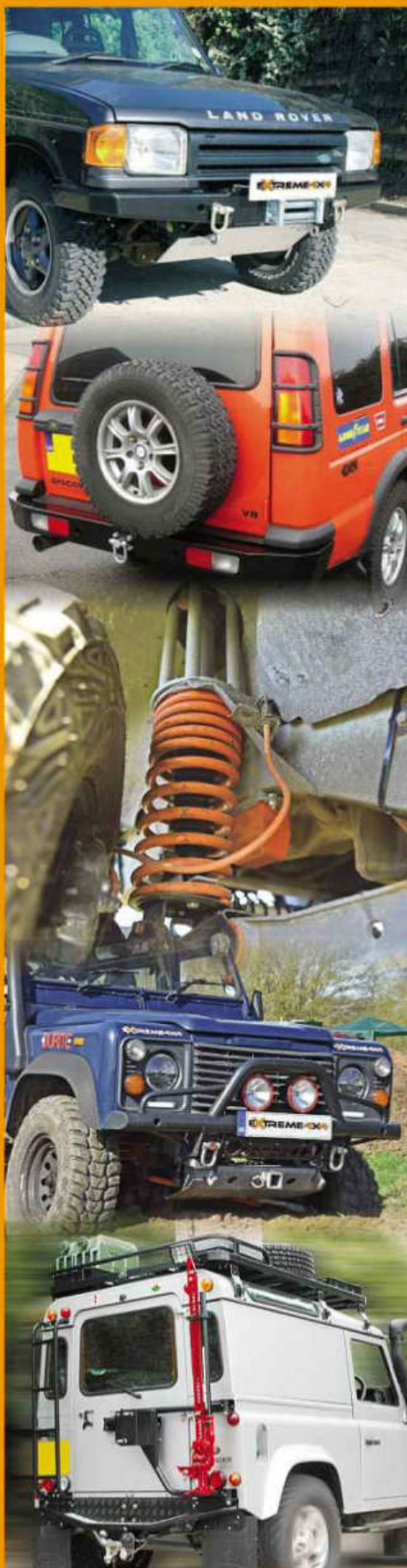
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IN AT THE DEEP END

Dave Phillips explains all you
need to know about driving your
Land Rover through deep water

Pictures: Dave Phillips & Land Rover



Land Rovers do water very well. In fact, apart from military amphibious craft, no vehicles do it better. So it's no wonder that one of the first things many new owners do is get that green oval badge wet by driving through water.

Not everybody wants to get their pride and joy covered in mud at the off-road course; many fear greenlaning may result in scratched paintwork from encroaching undergrowth. But water seems to hold no fears for newcomers, who will readily drive straight in – which is worrying, as water is likely to do much more harm to you and your vehicle than any other off-roading activity.

Driving through deep water sounds fun and looks impressive, but if a small amount gets into your engine you will probably write it off. And if you drive straight into a fast-flowing river without checking the depth, you could get swept away and drowned.

But it's not all doom and gloom. You can safely drive through all the water you like and cause neither yourself nor your Land Rover any harm providing you take a few precautions first...

Which Land Rovers are best for wading?

You'd expect the Defender to come top of the class when it comes to driving deep water, but it's actually a bit of a dunce compared to more recent models. It may come as a surprise to you to learn that vehicles like the Range Rover family and Discovery Sport are better at tackling deep water than the Defender, but it's true. In the last decade or so, Land Rover's



development engineers have gradually raised the bar for new models, by placing vulnerable components and all-important air intakes higher up the vehicle, meaning they can be driven deeper.

But we don't want these fancy new kids on the block to embarrass our go-anywhere Defenders and Series motors, of course. Happily there are a few modest tweaks you can do to your Land Rover to take it much deeper. We'll come to them a bit later. But first let's look at what sort of engine you have under the bonnet.

These days, in the UK and Europe, most Land Rovers have diesel engines. But it wasn't always so and most of the models produced before the 1980s had petrol engines.

Diesel engines are much better for wading, because they don't rely on the petrol engine's ignition system, which will suffer when covered in water. Diesel engines are unaffected by water, as they don't have ignition systems, but still beware of any electrical items – especially any modules which operate the

engine management functions on modern vehicles. If water gets into them, you're looking at expensive repairs.

So what can I do?

Fit a snorkel! Raised air intakes (aka snorkels) were originally conceived for driving in dusty parts of the world, ensuring a cleaner air supply to your engine when driving in such conditions. By drawing in air from higher up, less dirt is pulled in.

What's that got to do with water?

A properly-sealed raised air intake also improves your vehicle's wading ability for wet or flooded conditions, as it prevents water getting sucked into the engine. In fact, outside desert regions, the most common reason for fitting a snorkel is to enable the vehicle to drive deep water without water getting into the engine.

What would happen if it did?

If water gets in, you will most likely get hydraulic lock, which occurs when one or more cylinders are filled with water. The piston, trying to rise in the cylinder, makes contact with the water and cannot move any further. Water doesn't compress, so it will stop the engine during the compression stroke. If there is sufficient force to turn the engine, you will start breaking or bending parts – especially if the engine was revving high when water was drawn in. The end result is a broken or bent connecting rod, valves or even the engine block.

“A properly-sealed raised air intake (aka snorkel) improves your Land Rover's wading ability”

This page:
Note the bow wave being pushed ahead of this Defender crossing a river



Below:
Using a wading stick
to check depth (left)
and keeping out
water with gaffer tape
and WD40 (right)



What can I do if water does get in?

If you suspect water has got in, remove the spark plugs, injectors or heater plugs and crank the engine over. Take out the air filter, which will be soaking wet, and check your engine oil for contamination. With a bit of luck you'll be able to get your engine running, but you should still get it checked over as soon as possible in case internal components have been damaged.

If you do fit a raised air intake to your vehicle, make sure to regularly inspect the hoses from the intake to the filter for leaks or splits that could allow water in.

If you fit your own snorkel, make sure you follow all the instructions; it is very important to make sure that the air filter boxes are sealed (some have holes in the bottom to allow dust and water out), ensure all hoses are sealed, tightened and in good condition and – most important – ensure that where the raised air intake or snorkel is attached to the existing air intake is properly sealed. If in doubt, get it professionally fitted.

What other preparation can I do?

Your engine bay is the primary concern. With a petrol engine, getting your ignition system wet will cause the engine to stall. Not a good thing in the middle of a river, nor that lake on the off-road site.

Water on spark plugs, HT leads or the distributor cap, coil or ignition module can all cause an engine to stall. Luckily, though, water on or in the ignition system usually results in just a stalled engine and not actual engine damage. But this can happen in a situation where it is not easy to dry off your ignition

system, such as in the middle of that river or lake. So protecting the important components from water can be the difference between getting across and feeling embarrassed as your car starts to slowly fill with water!

To minimise stalling from a wet ignition, it is a good idea to spray all ignition system parts with WD40 water repellent before they get wet.

Your engine's cooling fan can chuck water all over the engine bay. To prevent this, you need to minimise water entering the engine bay. A rubber floor mat, old coat or even a farmer's plastic fertiliser bag will do the job. The result is less water entering the engine bay and less water for the radiator fan to spray over the ignition system. It also helps to reduce the chances of water entering the air intake.

Any other pitfalls?

If you do a lot of wading, you could get water sucked in through the breather holes on your axles or gearbox. They are designed to allow air pressure to equalise when a hot axle or gearbox rapidly cools. This causes the air pressure inside the casing to reduce, which in turn causes air to be drawn in via the breathers. If your breathers are below the water level, water could be sucked in via these breathers.

Most 4x4 transmissions, axles and transfer cases have breathers, although many are extended into the engine bay and mounted high on the bulkhead.

If they are not extended and you intend to wade, you can either fit temporary blanking or install extension tubes to a higher point in your vehicle.

THE BEST WAY TO WADE

Prior to a crossing unfamiliar water you should walk it and carry a long stick to prod around below the surface to determine whether the bottom is soft or hard and to check for submerged obstacles like rocks and sunken branches. If you cannot walk it and suspect it's too deep or unsafe, don't risk driving it.

Have your recovery equipment easily accessible and ready for use, already attached to a recovery point if possible. The last thing you want to do is have to hunt for it, especially if you are stuck in a stalled vehicle in the middle of a river crossing.

Make sure you are happy with your route and check you have a suitable point on the far side to aim for. Switch off headlights and allow them to cool, as sudden contact with cold water can cause the glass to crack.

On some Land Rovers, the air intake for the cooling fan is mounted on the wing top: cover it up to prevent water ingress into the fan, which could possibly burn it out.

When entering the water, accelerate until a bow wave has formed (about 10-12 mph) which creates just about the right bow wave depending on the height and shape of the front underside of your vehicle.

This bow wave helps to maintain momentum and push water ahead of your engine bay; the aim is to create a small bow wave about one metre in front of the bumper – and to keep it about one metre in front of the bumper by adjusting the speed of the vehicle. Behind the wave there will be a much lower trough, situated below the engine bay, which is exactly what we want.

To get the speed just right is tricky. Do not attempt to drive too fast, as this will send water over your bonnet, causing you to lose vision. On the other hand, driving too slow may flood the engine bay and let water in through poor door seals.

If you have to stop, slow or reverse, avoid riding the clutch as this may allow water and debris to get between the friction plate and the flywheel. Back off the accelerator and move the front wheels side to side a little in the hope that the wheels regain traction; if this does not work, reverse back out again, if possible.

When you are crossing fast-flowing, shallow streams, cross at an angle and drive slightly upstream. This presents a smaller surface area to the force of the stream. Ease off the accelerator as you approach the other side of the water, but make sure you've got enough momentum to power up that slippery slope.

“Wading can be as much fun as any other off-road challenge”

Below right:
Drying out a petrol engine after wading a bit too deep...

What about afterwards?

First, think safety. After crossing water or deep mud, check there isn't a vehicle behind you, then apply your brakes several times to dry them out.

Any vehicle checks I should make?

After making several deep water crossings, inspect your vehicle's differential oil for water contamination. Allow a few minutes for the vehicle to cool a bit, then loosen the drain bolt and let out a small amount of oil, or dip in to inspect. If water is present, it will appear to be milky-coloured, indicating that water and oil have emulsified. Driving your vehicle for any distance with water-contaminated oil can cause damage, so change it as soon as possible.

Also check all electrical items are working.

And finally...

Water can be fatal to an engine, but the worse-



case scenario is if the occupants of the vehicle are put into danger if it goes wrong. River crossings are fun, as we have seen, but people have died when they have gone wrong – often by vehicles getting swept away when the driver has underestimated the depth and power of the current.

Never underestimate the force of flowing water. Remember that water is heavy and,

when it is flowing rapidly, it has a lot of force. You may think your Land Rover is heavy, but as any vehicle enters deep water, it can also become buoyant. Its level of buoyancy depends on how well sealed it is.

Basic workhorses like early Land Rovers have rudimentary or non-existent door seals, which means water pours in quickly and prevents it becoming buoyant, but most modern vehicles are less likely to leak. This is good news for your carpets and upholstery, but it can make the vehicle float and get swept downstream or, worse, roll over. If you're trapped inside, the situation suddenly becomes very serious indeed.

Water crossings must always be taken seriously. Water can do expensive damage to your vehicle, your passengers and yourself. But with proper preparation and maintenance, wading can be as much fun as any other Land Rover activity, on or off-road.



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WRITERS' ROVERS

We don't just write about Land Rovers: we live, breathe and spend all our wages on them



LIGHTWEIGHT CHAMPION


Steve's ex-military Series III is his new favourite

It's been a busy old time of late with my fleet. As you'll have noticed from the front cover of this issue, my long-standing V8 110 project is finally finished. Well, sort of – it's a Land Rover after all, so they're never really finished, are they? Now that it's finally on the road, I can spend the next few weeks ironing out any potential problems that may arise. Hopefully there won't be any, but there are still a few little jobs to complete before I'm completely satisfied.

I mentioned a couple of issues back that my daily driver, a 300Tdi Discovery, had been crashed into from behind while I was waiting at a junction. The Disco was deemed un-driveable by my insurance company due to one of the rear light lenses being broken, so they provided me with a courtesy car – a new Toyota Rav4. My insurance company acted extremely quickly and sent an insurance assessor round to look over my Discovery.

To be honest, I've seen worse damage caused on a gentle greenlane trip, but owing to the fact my car is quite old and not really worth a lot, I feared the worse.

The insurance assessor brought along a



STEVE MILLER
AD EXEC

300Tdi DISCOVERY

YEAR: 1997 MILEAGE: 188,700
ENGINE: 300Tdi
POWER: 111 BHP
TORQUE: 195 lb-ft MPG: 30

STAGE ONE V8

YEAR: 1982 MILEAGE: 89,000
ENGINE: 3.5 V8
POWER: 125 BHP
MPG: Don't make me cry

LIGHTWEIGHT

YEAR: 1983
MILEAGE: 49,000
ENGINE: 2.25
POWER: 77 BHP
MPG: 14.8

handy little device that tots up, at Land Rover main dealer prices, what it would cost to replace the rear bumper, lights, and straighten out any other areas of bodywork. My fears were realised when he informed me that due to the likely cost of repair exceeding £1500, it was deemed uneconomical for them to authorise the repair. The vehicle would therefore be written off, classed as a Category D.

The good news was that they paid me the value of £1500 but didn't want to take my car anywhere as it would cost them even more in recovery charges. They offered it back to me for a nominal fee. Result! As a Cat D, the car could be repaired by me and without needing a fresh MoT, and returned to the road. My no claims bonus remained unaffected too, as the accident was not my fault.

Once my new heavy-duty Britpart bumper arrived, repair was simple. Just a couple of bolts to undo, a little straightening of some metalwork with a pair of Stilsons, offer up the new (and very heavy!) bumper into position and bolt up. The aesthetics of the Discovery have now been massively improved in my opinion. I wouldn't welcome anybody driving into the back of it now!



STEVE MILLER
Replacement parts for Lightweight and Disco



DAVE PHILLIPS
Fishing and Land Rovers... it doesn't get any better



PATRICK CRUYWAGEN
Keeping on top of wear and tear: this month it's new rear brakes



THOM WESTCOTT
The love of Thom's life is left in the hands of her brother



I last wrote about my new project a couple of issues ago, too. The Lightweight was undergoing major surgery with a replacement half chassis being fitted by my mate, Pete. The perception was that it would be a complicated task but it was actually fairly straightforward. If you can weld on an outrigger or a rear crossmember, then a half-chassis repair shouldn't cause you any more of a headache, as long as everything lines up okay and you take your time.

Once welded, I painted on some red oxide to protect the new welds and planned to paint the entire chassis in a couple of weeks' time with chassis black. What I hadn't factored in was that I had created a lovely safe environment for a nesting robin.

My new feathered friend had made its nest on top of one of the outriggers inside one of the rear wheel arches. I decided to leave it alone while we worked on the front end instead, replacing the brake master cylinder, front shocks, wheel cylinders, etc.

A couple of weeks later, I spotted the robin entering the nest carrying a few worms in its mouth for its young. However, it wasn't long before the family

1&3. Steve plus his new-found love, the Lightweight, which was also home to a nesting robin and its babies for a while **[2]**

4&5. After being rear-ended the Discovery is gifted a new heavy-duty rear Britpart bumper

6. The Lightweight gets a replacement half chassis, thanks to a little help from Pete...



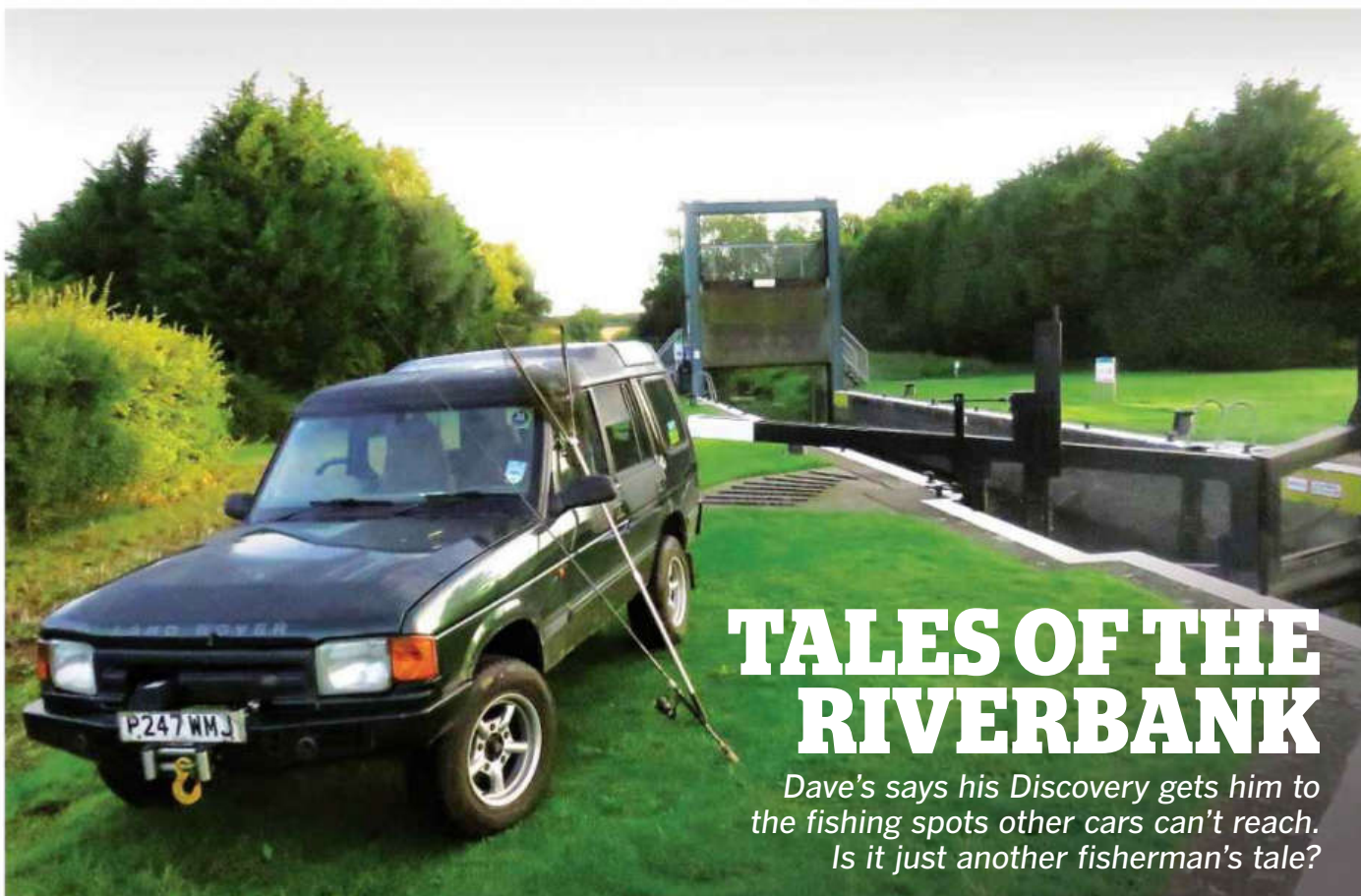
grew up and flew the nest, allowing me to remove it and start painting the entire chassis black.

Once we'd replaced the rear wheel cylinders, a couple of brake pipes, reconnected the rear lights, the Lightweight appeared to be finished.

After a few test drives up and down Farmer David's farm track, we were confident that it was ready for an MoT. I arranged a classic insurance policy and booked it in for an early Saturday morning test at Pete's regular garage. It seemed quite strange, and ever so slightly daunting, driving it on the road after being laid up for ten years.

I shouldn't have worried, the Lightweight covered the 15 miles to the MoT station with ease; the 2.25-litre petrol making a beautiful noise from the exhaust. These engines are awesome, and it's a crying shame that so many of them are removed for diesel conversions.

The Lightweight passed with flying colours and the MoT inspector congratulated us on bringing in an unmolested Land Rover. After taxing it, I have been using it as much as possible. I love driving it and it has definitely become my new favourite Land Rover.



TALES OF THE RIVERBANK

Dave's says his Discovery gets him to the fishing spots other cars can't reach. Is it just another fisherman's tale?

I first got into Land Rover ownership more than 20 years ago via my other great love of fishing. Getting my car stuck in a remote and very muddy farm gateway on a wet and windy night in March turned out to be a great way of getting to appreciate the benefits of a 4x4. And since that fateful night, a variety of Land Rovers have taken me and my fishing tackle to rivers, lakes and loughs inaccessible to ordinary cars.

The most memorable include a very bumpy off-road trek in a Series I to a lonely rock-strewn stream in the mountains of Lesotho, where I caught a small brown trout that was the descendent of fish stocked by colonial sorts, back in the reign of Queen Vic.

Ones I'd rather forget include a foggy morning in the Cambridgeshire Fens. I was following a byway to a remote stretch of river for a spot of pike fishing, but the fog was so dense I got lost. Eventually a human figure materialised out of the gloom, wearing a checked jumper and pulling a trolley. I'd managed to take a wrong turn – onto a golf course!

Much more recently – on the cover shoot for this issue of *LRM* – fishing again played a part. My colleague Steve Miller, who has spent the last seven years creating his dream One Ten, lives in a narrowboat on a marina, off the River Nene. Photographer Alisdair Cusick, art editor Dean Lettice and myself had arranged to rendezvous at Steve's boat for the shoot, so I turned up an hour early with a rod, reel and a few soft plastic baits so I could have a few casts off the pointed end of Steve's boat. By the time he'd emerged, bleary-eyed, from his pit, I'd caught and returned half a dozen perch. Great fun.

Later that morning, Steve drove his immaculate One Ten along the nearby riverbank for the camera and I couldn't help noticing that the twisting little waterway with its overhanging trees and bankside rushes didn't half look fishy, if you know what I mean.

Two days later I returned in my Discovery at the crack of dawn, and drove slowly along the riverbank to a

likely-looking set of lock gates. It was just the spot for a bigger perch, I reckoned, and a couple of casts later my rod – a featherweight sliver of carbon fibre – bent double as something heavy grabbed my imitation bait and charged off into the depths of the pool. A minute or two later, a fine perch of 1lb 4oz lay enmeshed in my landing net. The rising sun, still low in the sky, illuminated the fish's beautiful striped flanks and bright vermillion fins, which I quickly photographed before gently returning it to its watery lair.

The next cast produced another, slightly smaller, then a succession of much smaller ones. The big 'uns had finished feeding, so I packed up and headed home for my own breakfast, happy that my Land Rover had yet again taken me to the fishing spots other cars can't reach.



DAVE PHILLIPS
EDITOR

DISCOVERY 1

YEAR: 1996 MILEAGE: 144,000
POWER: 111 bhp
TORQUE 195 lb-ft MPG: 25





LRM'S FLEET

Every month, *LRM* staff and contributors share their real-life experiences with the Land Rovers they own...



DAVE PHILLIPS
EDITOR

1996 Discovery 300Tdi
1984 Ninety NA diesel



PATRICK CRUYWAGEN
DEPUTY EDITOR

2001 Discovery 2 Td5



ED EVANS

TECHNICAL EDITOR

1976 Series III 88 soft top
2000 Freelander 1 L-series
2000 Defender 110 Td5
2006 Range Rover Sport TDV6



THOM WESTCOTT
CONTRIBUTOR

1977 Series III Lightweight



ROGER HICKS
JOURNALIST

1972 Series III



NEW BRAKES PLEASE

*The more he drives it,
the more he loves it*

Last week I did a fair bit of traveling in my Discovery 2, close to a thousand miles in total. All worth it though, I was seeing the countryside and driving great Land Rovers once I reached my destinations. These include the 2015 Rugby World Cup Defender (page 70) and the 2016 Discovery Sport (page 54).

While returning from the 2016 Discovery Sport event at Eastnor Castle, I heard an irritating noise coming from my rear brakes. It only happened when cruising at low speeds. During my last service it was noted that the brake pads would need replacing by the time the next service came about. By the sounds of things, they would need replacing right away. The noise continued when I took my foot off the brake pedal, it was as if the rear brakes were not disengaging properly. Maybe one of the calipers was past its sell by date? They did not sound great but I needed to get home, using the brakes as sparingly as possible.

As this was the middle of summer my local garage of choice, Rogers of Bedford, was pretty full up but they did find a gap for me a few days later. I was silly and used my Discovery over the weekend to do a few runs to the tip. When trading in my Defender 110 and buying the Discovery I did have some concerns about loading space. But once I take out Isaac's safety seat and fold the second row of seats flat, there is loads of space. I've recently moved house and have been doing a bit of renovating and tidying of the garden. After laying down some protective plastic I managed to fit a rather large amount of garden refuse into the back of my Discovery. I had to have a giggle to myself as for an hour or so I must've had the greenest Discovery on the planet.

The downside of the weekend driving is that my brakes got worse and once home my worst fears were confirmed. The rear offside

brake disk was damaged and would also need replacing. You cannot replace one and leave the other so I would have to do both. I left the Discovery alone until the time came to take it to Rogers of Bedford. After inspecting the offside caliper, mechanic Tony Coles announced that it too would need replacing. It was not retracting correctly. Not so for the rear nearside caliper as it was in good working order.

So, all in all it was rear brake pads, discs and one caliper. Sixty-eight year old Tony had it all done in a jiffy. He is retired and does not have to work, but he likes to keep himself busy and so he does a few days a week at Rogers. Judging by the ease with which he took off the wheels, it also keeps him fit and healthy. My Discovery was good and safe to go. After filling up with fuel I headed off to my next assignment in Robin Hood's Bay (page 80), it was only 220 miles away. My Discovery is more than proving its worth as a comfortable cruiser and versatile mover, just as long as I stay on top of the maintenance and servicing.

■ Thanks to Tony and the kind chaps at Rogers of Bedford. For a service or specialist work call them on 01234 348469 or see www.rogersofbedford.co.uk.



PATRICK CRUYWAGEN
DEPUTY EDITOR

DISCOVERY 2 GS

YEAR: 2001 MILEAGE: 120 000
ENGINE: Td5 POWER: 136 bhp
TORQUE: 232 lb-ft MPG: 28



With the Watford garage unable to address the Lightweight's MoT failures until later in the week, I decide to leave it with my brother Nick for a few weeks while I am away.

"Is it alright if I drive it around a bit?" Nick asks and I freeze. Decades vanish and I feel as though I am six years old again and my older brother is asking to play with one of my favourite toys. I quell an overprotective instinct that screams, "No, it's mine. You'll only break it," manage to find a smile from somewhere and reply: "of course."

Although he is accustomed to driving all manner of vehicles around building sites, we agree that a short lesson on the idiosyncrasies of the Lightweight would be in order, and motor over to a pub car park favoured by learner drivers. Biting my lip to stop myself from launching into the sort of pre-emptive lecturing that could provoke a massive sibling argument, I hop out and simply hand Nick the keys.

He looks rather good, if a little outsized, behind the wheel and I approvingly note that he works out the gears before starting up. Nick circumnavigates the car park at a slightly uneven pace, alarming a small L-plated red car, dwarfed into insignificance by the Lightweight's rugged exterior. After a couple more rounds, he says he thinks he's got it, but admits it will take a bit of getting used to. Others who have tried to drive my Land Rover might say this is an understatement.

Outside his house, I run through the modest but regular needs of the Lightweight, from which fuel tank to use to how to lock up efficiently – with bolts or keys depending on the door! But what I'm most worried about is the brakes. There is nothing wrong with them, per se, but ageing drum brakes are a far cry from



any modern ABS system and the Lightweight remains a proactive rather than reactive driving experience.

"It's best to drive as if you don't really have brakes," I advise eventually, "and leave massive stopping distances because the brakes just aren't that responsive."

Fearing his memory may not be up to the ever-increasing list of this tatty vehicle's demands, Nick scribbles things down onto a sheet of notepaper he sellotapes to the steering wheel, starting with 'stopping distances!'. I am touched by his dedication, as well as his enthusiasm for how the Lightweight cheers up this corner of suburbia.

"My friends are going to love this," he enthuses, "it's quite a head-turner." He

lists places where he will drive it, between hobbies and houses, to show it off.

I try to shelve rootless concerns regarding my lack of control over the Lightweight's forthcoming activities and wonder when I became such a control freak. It will be much better for the engine to be driven regularly in my absence, but I cannot help hoping that it won't enjoy its temporary keeper too much. In the decade the Lightweight and I have been together, I have grown to love how it only really responds well to me.

Instructions all noted down on the list, which I doubt will remain stuck to the steering wheel for longer than one hot day, Nick clambers out, lacerating his shin on some protruding piece of metal that I have never even noticed. "Oh dear," I say out loud, but can't help thinking it is like a message to me from the Lightweight that, whoever else may be behind the steering wheel, we always loyally remain each other's favourites.

I have crossed continents by the time I get an email from Nick about the exhaust – one of the jobs needed to secure the Lightweight's MoT. The bolts attaching it the engine manifold were rusted solid and sheered off when the garage tried to prise them free. "They showed me two blowouts on the exhaust – you could see the blackness!" he writes. This misfortune has cranked the estimated costs up a bit although, as ever with a Series vehicle, the cost of parts is dwarfed by the cost of labour. He signs off telling me how much he is looking forward to getting it back, and the knowledge that someone is waiting for it so enthusiastically is finally a comforting thought.

THOM WESTCOTT
CONTRIBUTOR

SH LIGHTWEIGHT

YEAR: 1977 **MILEAGE:** Debatable, since the speedometer doesn't always work and I replaced the dial some years ago, inadvertently dropping several thousand miles off the clock. **ENGINE:** 2.25 **POWER:** Quite a bit **TORQUE:** Several lb-ft **MPG:** Vastly improved! 14 - 16 mpg is the optimum given in handbook, but I like to think I fare slightly better with the overdrive



LRM'S FLEET

Every month, *LRM* staff and contributors share their real-life experiences with the Land Rovers they own...



STEVE MILLER
ADVERTISING EXECUTIVE
1983 One Ten V8
1997 300Tdi Discovery 1
1982 Stage One V8



TREVOR CUTHBERT
CONTRIBUTOR
1957 Series 86"
1960 Series II 88"
1983 One Ten HCPU
1987 130 Double Cab HCPU
1988 Range Rover 4.0L automatic
1990 88" coil sprung V8 hybrid
1992 Defender 90 200 Tdi
1993 Defender 110 Tipper
1993 Defender 130 Cherry Picker
1994 Defender 110 300 Tdi Soft Top
2003 Discovery 2 2.8L TGV automatic
2005 Defender 90 TD5 Hard Top



DAVE BARKER
CONTRIBUTOR
2004 Defender 300Tdi
2013 Freelander 2
1958 Series I



RICHARD THOMAS
CONTRIBUTOR
1955 Series I
2004 Discovery 2



HITCHED!
Wedding and towing duties for the Discovery 2 this month

It has been a very busy few weeks for the Adventurer – my 2002 Discovery 2 Td5 with the aforementioned special edition name. The main duties have been towing, as well as one or two worrying incidents, but there was also a very special job on a very special day.

The first of a few towing jobs was the collection of an early Land Rover 127 Double Cab HCPU, which my new American friend, Matthew Hendrick, had bought for me to restore and ship out to Boston. The poor old thing has a brilliant chassis and great cab, but needs a lot of TLC in almost every other area. It had to be winched onto the trailer – the 19J engine has not run for a very long time. It will be a very engaging project though!

Another towing job took the Adventurer and me down to Swords in Dublin. My good friend Simon Collins, of Xtreme.ie, had the remains of a 300 Tdi Defender 90 for me, which I bought from him due to the excellent engine and drivetrain in the Land Rover. I had stopped at the toll booth on the M1 motorway and was chatting briefly with the pretty girl taking my money. In first gear with my foot on the clutch – ready for a quick getaway – the Discovery began to creep forward, as if I was letting the clutch out. My immediate thought was a clutch slave cylinder on its way out, but I was more worried about how I was going to complete the journey – particularly with 2.5 tonnes of Land Rover and trailer behind. I managed to nurse the rig home okay, with a helpful top up of brake clutch fluid from Simon.

The clutch problem turned out to be a fractured clutch pipe at the back of the engine – it had escaped its clip and rubbed on the cylinder head. An easy enough repair, for a change. Just as well too – my D2 had another very important duty perform.

My niece, Andrea was getting married and

given me the honour of driving my brother and her from home to the church. So the Discovery was cleared out of all of the junk, tools and clutter that had accumulated and was taken for a thorough cleaning, inside and out. The blue metallic paint even saw some polish for the first time in my ownership. My Mum helped me sort some ribbon for the Discovery and took care of tying up the bows. The finished product actually looked like a wedding car of sorts and received lots of admiring comments on the day – not to mention the waves and horn beeps that it attracted on the journey through Belfast, with the beautiful (and nervous) bride in the back.

Returning to more normal duties, it was back to towing for the D2 – this time a couple of rotten Land Rover chassis, over to the scrap yard. These things have to be disposed of to keep the place tidy. They usually fetch a number of useful £20 notes for the wallet, but with the price of scrap metal in the doldrums, I only managed to cover the diesel used and the cost of my lunch. On a brighter shinier note, the next job is to collect a load of Land Rover chassis that will never rust! I hope my newly fabricate clutch pipe is up to the job.



TREVOR CUTHBERT
CONTRIBUTOR

DISCOVERY TD5

YEAR: 2002
MILEAGE: 94,500
POWER: 136 bhp
TORQUE 221 lb-ft
MPG: 30



DAVE BARKER
CONTRIBUTOR

FREELANDER 2 - XS

YEAR: 2013 ENGINE: Td4
POWER: 148 bhp MPG: around 42 and 32-ish when towing

DEFENDER - 90

YEAR: 2004 (ish) ENGINE: 300Tdi
POWER: 111 bhp MPG: 30+ on a good day

SERIES I

YEAR: 1958 ENGINE: Rover V8 3.5
POWER: should be 156 bhp
MPG: not a lot

LOOKING BACK

Dave compares his new Freelander to previous ones

I've been waiting for something to write about on our Freelander 1 since we bought it almost two years ago. Now it has just been for its annual service I have something to say about it.

This is my third Freelander, the first was a Freelander 1 that we had for seven years and did 110,000 miles in it. Except for the window regulator it did not give us any problems. The second was a Freelander 2, again we did almost 100,000 miles in the five years we had it. The only fault was a leaking seal between the IRD and the gearbox, it was replaced under warranty. There was also a recall for a heater electrical connection that might cause the car to catch fire. Our new Freelander is a Td4 XS – all of them have been TD4 XSs.

It's now done 23,000 miles and up to its service there has been nothing to report in the way of problems. However, that did change after the service, but more about that later.

When we bought the car the salesman went on about how the new 13MY XS had been improved from our previous model in the way of specifications. To be honest when we bought it I paid little attention to

the specs. I just expected this XS model would be just the same as the last one. The salesman also said there had been big improvements to the audio system.

True to his word, the 13MY had a DAB radio and I could talk to the car to get it to change the radio stations and work the phone, it also had Bluetooth for an iPod (other makes are available) plus sat nav and Daylight Running Lights (DRL).

The seats were leather and the front ones were heated. What he failed to tell me was the front parking sensors had been deleted leaving only the rear ones, the door mirror exterior puddle lights and the footwell lights had also been deleted, as had the electric adjustable front seats. They had been replaced with traditional manually adjustable ones.

So was he right in saying the 13MY changes were an upgrade or did all the deleted extras make it a downgrade? It probably comes down to how you rate extras? Surprisingly I've found the DAB radio to be a plus, with all the extra channels. As for seats, I don't like leather, and as for them being heated, if they weren't leather you wouldn't need them to be heated. Most would probably not approve of the loss of the electrical adjustment on the front seats, but I prefer the manual adjustment; it's easier to get the driver seat in the right position.

The one upgrade I was pleased with was the sat nav, it's easy to use and it has traffic flow on it. The mapping just needs updating as roads have changed in the last two years. The main dealer says it's going to cost around £300 to do, so I'll use my Garmin satnav. It cost me about

£100 three years ago and it came with lifetime updates for UK and Europe. As for the daylight running lights, I'm open minded about them, I guess they could improve road safety. So was the 13MY better than my 09MY model? I would actually say no.

More a case of the extras you gained made up for the ones you lost. The biggest loss being the front parking sensors. I did like them.

So far this Freelander has proved itself as reliable as the last two, it does over 40 mpg most of the time, the wife manages to get over 45 out of it. It also tows the caravan and the rally car with ease, with the fuel consumption only dropping to around 30 mpg.

That said we have just had the first problem and it happened right after the car came back from the service. The front passenger door stopped unlocking from the inside when you tried to open it using the door handle. You had to unlock the door from the master unlock switch on the dash.

The fault persisted, but was a bit sporadic as it would sometime unlock perfectly then the next time wouldn't unlock. The car was booked back in and sods law, the day before it was due in, it worked perfectly and was still working perfectly when it went in. The fault was traced back to a faulty door latch, which was replaced under warranty and has worked fine since.

So that's about all I can say about our 13MY Freelander 2. I hope there is as little to report in 12 months when it's due its next service.



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		Lift	Load	Bar Diameter	Rate lbs/in	Free Height
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DA4201	Front	25mm	25kg	16mm	200	420mm
DA4202	Front	40mm	50kg	16mm	230	390mm
DA4203	Rear	40mm	Light	17mm	220	435mm
DA4204	Rear	50mm	100kg	18mm	300 - 340	425mm
DA4205	Rear	50mm	200kg	19mm	360	430mm
Defender 110						
DA4201	Front	25mm	25kg	16mm	200	420mm
DA4202	Front	40mm	50kg	16mm	230	390mm
DA4206	Rear	40mm	100kg	17mm	270 - 295	445mm
DA4208	Rear	50mm	500kg	21mm	420	445mm
Defender 130						
DA4202	Front	40mm	50kg	16mm	230	390mm
DA4208	Rear	50mm	500kg	21mm	420	445mm
Discovery 1						
DA4201	Front	25mm	25kg	16mm	200	420mm
DA4202	Front	40mm	50kg	16mm	230	390mm
DA4203	Rear	40mm	Light	17mm	220	435mm
DA4204	Rear	50mm	100kg	18mm	300 - 340	425mm
DA4205	Rear	50mm	200kg	19mm	360	430mm
Discovery 2						
DA4199	Front	40mm	20 - 50kg	15mm	180	390mm
DA4198	Front	40mm	50 - 100kg	16mm	220	390mm
DA4203	Rear	40mm	Light	17mm	220	435mm
DA4197	Rear	40mm	Medium	18mm	290	430mm
DA4205	Rear	50mm	200kg	19mm	360	430mm
Range Rover Classic						
DA4201	Front	25mm	25kg	16mm	200	420mm
DA4202	Front	40mm	50kg	16mm	230	390mm
DA4203	Rear	40mm	Light	17mm	220	435mm
DA4204	Rear	50mm	100kg	18mm	300 - 340	425mm
DA4205	Rear	50mm	200kg	19mm	360	430mm

Note - Spring quantity 1 = 1 pair

"Britpart performance springs are high quality, versatile and competitively priced..."

Britpart Performance - Standard Height Springs

		Bar Diameter	Rate lbs/in	Free Height
Defender 90				
DA4277	Front	16mm	225	390mm
DA4278	Rear	18mm	285	385mm
Defender 110				
DA4277	Front	16mm	225	390mm
DA4279	Rear	19mm	330	415mm
Discovery 1				
DA4277	Front	16mm	225	390mm
DA4278	Rear	18mm	285	385mm
Range Rover Classic				
DA4277	Front	16mm	225	390mm
DA4278	Rear	18mm	285	385mm

Note - Spring quantity 1 = 1 pair

Britpart yellow springs are designed for the enthusiast who wants a performance spring without having to raise the vehicle. They offer a firmer ride with less body roll, ideal for a vehicle with uprated performance or one used for carrying heavy loads. The springs are designed to offer full articulation off-road with a compliant ride. Developed by one of the world's top spring manufacturers these high quality, powder coated yellow springs have been designed with the needs of today's Land Rover owners in mind.

Britpart performance springs are high quality, versatile and competitively priced - the right choice when replacing the old sagging original springs.

Developed by one of the world's top spring manufacturers these high quality, powder coated yellow springs have been designed with the needs of today's Land Rover owners in mind. Britpart performance lifted springs have the added benefit of improving your vehicles approach and departure angles which in turn allows you to overcome more obstacles when off-roading.

As Land Rovers are often working vehicles as well as the family car, uprated springs must offer the ability to carry loads, handle off-road terrain and provide a good ride on road. The progressive springs offer a compliant ride when lightly loaded, but firm up as the load increases.



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DA4563	Defender 90 & 110/Discovery 1/Range Rover Classic	Front pair
DA4564	Defender 90/Discovery 1/Range Rover Classic	Rear pair
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CHINESE OPT FOR THE SIMPLE LIFE IN GREAT WALL



Great Wall is a naff name for a vehicle brand. But, that's obviously what the Chinese manufacturer's market research guys came up with. Their stylists don't fare much better either, but their engineers have still got a grip on realism.

Someone gave my wife and I a couple of tickets for the Lowther Country Show in Cumbria. It's a horsey event, so I selected a suitable steed from the stable, reckoning the Range Rover Sport would do nicely. There was a bit of off-roading to be done on the way there too, and, as ever, I was amazed by the way the Sport glides over the lumpy stuff and swims through the mud. It's cheating, of course – nothing beats off-roading in a beam-axled Land Rover.

It's at Lowther that I met the Great Wall range of vehicles, and I was gutted. They're built on a separate chassis, with leaf spring rear suspension, with an open engine bay in which you can see and reach everything – just like my Series III, really. So why are we losing Defender when the Chinese can turn out this sort of vehicle and get it through

the obsessive European regulations? Okay, a Great Wall is not the type of vehicle the likes of you and I would want to be in, but how can they sell them for £16k when the cheapest Defender is £25k, and Land Rover's entry level four-wheel drive car, the Discovery Sport, clangs in at 30 grand?

Great Wall aside, no-one with any street cred would have considered a Skoda a few years ago. But really, the Yeti is not a bad-looking little 4x4. It's fun,

and it works well off-road, if a tad harsh on tarmac. But it's £13k cheaper than a Discovery Sport, and Yeti drivers don't look as though they retired ten years ago and took up pipe smoking.

However, Land Rover sells cars like they're going out of fashion, which they are doing, of course, so that everyone buys another new one. It's a good plan, but it means many enthusiasts can't actually afford the prices that are sustained by demand. Still, we always did concentrate on buying old ones, so I guess we'll just continue snapping up the new used bargains.

TECHNICAL EDITOR

ED EVANS

lrtechnical@gmail.com

“Why are we losing Defender when the Chinese can get through European regulations?”

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**PART 8**

{RANGE ROVER CLASSIC PROJECT}

**BUILDING
THE ROLLING
CHASSIS**

Trevor Cuthbert takes a break from body and rust repair, and builds an authentic-looking, but updated, rolling chassis.

T

he Range Rover body shell is now on a custom-made jig and ready to have welding repairs carried out, after which it will go for a final

shot blast and to be galvanised. The jig was designed to keep the body shell in its original and correct shape, both for the process of welding repairs and for possible galvanising. When the body is returned, we will need to put it somewhere, so where better than to drop it straight back on its own chassis? So, this month, it's time to get the rolling chassis built up and ready for action here.

STORY SO FAR

OWNER ANDY Webb bought this 1983 Range Rover in France, and wants it to stay rust free for as long as possible. We have completely stripped the vehicle and the chassis has been repaired and galvanised. The body shell is also stripped and is currently mounted on a jig to retain its rigidity, pending repair in the body shop. We also intend to convert the vehicle from left- to right-hand drive, and to fit a better engine from our scrap donor Range Rover.



TREVOR CUTHBERT

■ Tools: General workshop tools

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> PREPARING THE CHASSIS

THE RANGE Rover chassis was in very good condition with only a few repairs required. These were primarily to deal with a nasty rust trap under the rear bump stop mounts and to deal with a rear cross member that had been hacked about by a previous owner.

Having shot blasted, repaired and subsequently galvanised the chassis, it was well protected for the future. But to give it that factory look, it was to be painted black to hide the shiny galvanised finish. It is notoriously difficult to get paint to stick to galvanised metal for the long term, so other treatments were needed before the finish coat could be applied.

T-Wash is still generally considered to be the best pre-treatment method for painting freshly galvanized steel. It's a modified zinc phosphate solution containing a small amount of copper salts. When applied, a dark grey or black discolouration of the zinc surface will result. It is most suitable for use on new galvanised surfaces, and is not used on weathered galvanised surfaces.

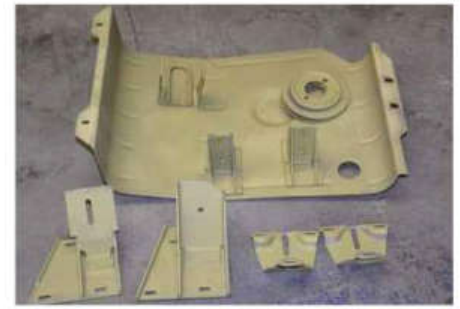
We then used Tetrosyl Etch Primer, which is for professional use, is chromate free, fast drying, and easy to sand. It provides good adhesion to metal substrates, and leaves a surface suitable

for direct application of the finish coat(s) of paint. The major disadvantage with etch primer is the absence of any visible colour change. Therefore, there can never be complete confidence that all surfaces have reacted with the primer. However the use of T wash ahead of the etch primer gives us confidence that the metal surface has indeed reacted.

This process took place over three days and we took the opportunity to similarly treat other parts that we had removed from the original chassis, including the fuel tank carrier, suspension turrets, spring cups, towing bracket, gearbox cross member and numerous other brackets and mounts.



1 The freshly galvanised Range Rover chassis was T-washed and then etch primed to give a good base for the final coat of black paint.



2 As many serviceable parts as possible from the Range Rover were shot blasted, galvanised and painted in the same manner as the chassis.



3 The final coat of black gloss paint was sprayed onto the chassis and all of the associated parts, to give an appearance as if they were factory fresh.

WORK SAFELY

- Wear eye and hearing protection and strong gloves when using any attachments on the angle grinder.
- Use gloves and safety boots when handling heavy components.
- Great care should be taken and face protection worn when using a hydraulic press. High pressures are in use, and incorrectly aligned components can fly apart.

> PREPARING THE PARTS

I HAD been assessing the original axles that we had removed from the Range Rover, when it dawned on me that there was an issue with the front axle. The condition was fine – it was very good in fact, but on the earlier Land Rovers the coil sprung axles were handed for left-hand drive and right-hand drive vehicles (later production had front axles that were universal for both types).

As we were converting this Range Rover from left- to right-hand drive, the original front axle was no good, without a steering rod leg on the left hand hub.

So the spare Range Rover that we are

using as a donor vehicle for the one we are building, will now also provide the front axle for our project.

Luckily, the donor vehicle is seven years younger than our subject vehicle, and therefore the front axle has vented front brake discs, rather than solid discs – which will give the Range Rover better braking efficiency. As well as removing the front axle from the donor vehicle, there would be lots of work to do in getting the suspension and steering components cleaned, rubbed down and freshly painted – another three days of concentrated work.



1 The right-hand drive front axle was removed from the donor, as our subject was being converted from left-hand drive, with an added benefit.



2 The original rear axle was brought out of storage so that it could be cleaned, prepared and painted – and then reunited with its original chassis.



3 The A-frame ball joint assembly was removed, to be replaced with a new one. After removing the split pin a 30 mm spanner loosens the securing nut.



4 The large brake dust shields were also removed from the rear axle and will be replaced with new ones, as the originals are quite soft with corrosion.



5 Suspension bushes were pressed out with the hydraulic press. These front radius arm bushes were the most difficult, reading 18 tonnes on the press.



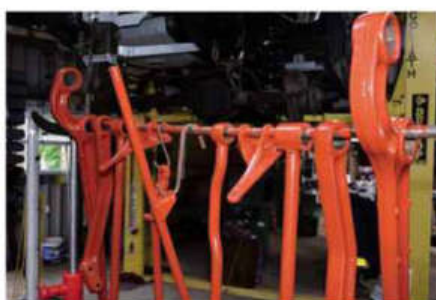
6 These suspension and steering parts were cleaned using a coarse wire brush attachment. Shot blasting would have been easier.



7 After cleaning off flaky paint and rust, all parts were brush painted with a red oxide primer. Hubs and brakes to be serviced later.



8 All of the mounts on the rear axle were very sound, as was the casing. The rear axle is normally more prone to rust attack than the front one.



9 The suspension and steering components were hooked or hung onto a length of steel tube across these transmission jacks, in order to be painted.



10 After the primer coat was dry, a top coat of black gloss paint was applied by brush to the rear axle. Here it has just been turned to do the top.

> FITTING THE SUSPENSION BUSHES

WITH ALL of the suspension components liberated from the axles and chassis, it made sense to replace all of the old rubber suspension bushes. All of the bushes had already been pressed out before the suspension components were cleaned up and painted. Now it remained to fit the new bushes to all the parts, ready for building up the rolling chassis.

These Super-Pro bush kits are supplied with a special grease that lubricates, protects steel components and aids assembly, and we used it liberally. Nevertheless, care needs to be taken to maintain alignment when using a hydraulic press to push the bushes in.



1 Polyurethane suspension bushes were specified for the rebuild. Super Pro bushes were chosen for their excellent durability, comfort and handling.



2 Grease is supplied which helps the bushes slide in. Most two-piece bushes can be pushed in by hand, or tapped with a soft-faced hammer.



3 The inner metal bush, having also been applied with the special grease, can be mostly started by hand and tapped in fully with the hammer.



4 The Super Pro trailing arm to chassis bush is bonded on both sides to the steel mounting plate. The inner bush is pressed in to the assembly.



5 The A-frame bushes are a one piece design and are a little more difficult to fit to the arm. Here the hydraulic press is being used to get the bush started.



6 The front radius arm bushes also benefit from the use of the press to fit them, although this can also be quite easily done with a bench vice.



7 The front radius arms – often referred to as hockey sticks are now ready to fit to the front axle, having had the metal inner bushes pressed in.

➤ BUILDING ONTO THE CHASSIS

NOW THE hard and dirty work is complete and out of the way, the most pleasurable aspect comes next – bolting new and refurbished parts and components to the restored chassis.

In common with Defender 110 Station Wagons, Range Rovers have a self-levelling strut between the rear axle and the chassis. The Range Rover was intended to be as comfortable on the road as a normal saloon car, yet as capable of heavy off-road use as a traditional Land Rover. To achieve this, softer coil springs were employed, with the self-energising hydraulic strut maintaining ride height

when the vehicle was under load. The trouble is that, after 32 years, the strut has inevitably failed and replacement comes at a cost of around £580 plus VAT – if you can even get hold of one.

So for now, the self-levelling strut will not be refitted or replaced. Instead we selected progressive coil springs from Britpart – which are listed for Discovery 1 and Range Rover. Fitting these, will mean that the Range Rover should no longer sag at the rear, and will have a good level ride height. The self-levelling parts and fittings will be stored in case, owner Andy Webb decides to refit them in the future.



1 The chassis has been brought in to the workshop and is held aloft by the pallet lifter at the centre, allowing convenient free access at both ends.



2 Easily forgotten, I always fit the turret rings first, so that the front spring only have to be fitted once. These are heavy duty turret rings.



3 The front axle, suspended from the engine crane, needs the track rod re-fitted before the road wheels – so we can manoeuvre it while working.



4 A package of new components and bolts for the build up of the rolling chassis arrived from BLRC, including new coil springs and dampers.



5 The trailing arms are fitted to the rear axle with new bolts (copper-greased to prevent rusting) and tightened fully (24 mm spanner and socket wrench).



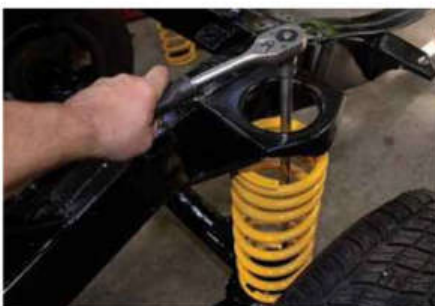
6 The chassis bush is fitted loosely to the training arms with a new M20 nylock nut. I find this easier than bolting the bush to the chassis first.



7 With the axle under the chassis, it is easier to lower the chassis almost to the bump stops, making a shallow angle for fitting the bushes through.



8 A new A-frame ball joint assembly is fitted with the arms, as we delete the self-levelling unit, which operates between the rear axle and chassis.



9 Using two long socket extension arms, the spring retainers and spring cups are bolted to the rear axle, through the top of the coil spring.



10 New top rear damper mounts were fitted in place of the old split pin type mounts. The M12 nylock securing nut is much more convenient.



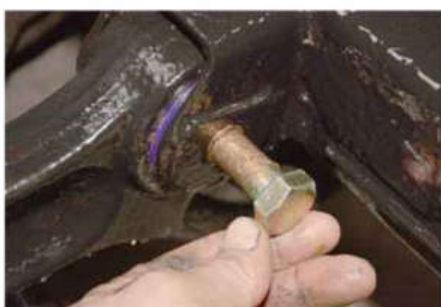
11 The top nut is tightened using a 19 mm socket wrench, the top bushes being sandwiched between two new dome washers, securing the damper firmly.



12 The track rod tube, with new track rod ends and clamps, was fitted to the front axle so the wheels turn together for moving the chassis.



13 The galvanised and painted front spring cups are bolted to the axle, using new M10 x 20 mm bolts and spring lock washers (17 mm socket).



14 Four new M16 bolts are used to attach the radius arms to the front axle, with new M16 nylock nuts tightened with 24 mm spanners.



15 The chassis is raised again and it is easy to fit the new front coil springs in place, without having to use coil spring compressor tools.



16 The front dampers are first attached at the bottom to the axle on each side, using the supplied bushes, washers and M12 nylock nuts.



17 The suspension turrets are fitted over the top of the damper and over the turret ring studs. M8 nylock flange nuts are tightened with a 13 mm spanner.



18 The top nut on the damper is tightened with a 19 mm spanner while an 8 mm spanner prevents the inner threaded rod from turning.



19 The Range Rover chassis is now truly a rolling chassis and it is ready for more components to be fitted. It will be good to get that V8 engine off the floor.

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THANKS TO: Steve Grant at the Britpart workshop.



Investigating electronic park brakes at the first sign of trouble, can avoid unnecessary expense. Ed Evans explains

{RANGE ROVER SPORT 1, DISCOVERY 3}

ELECTRONIC PARK BRAKES PART 2

Driving at 70mph in a modern Land Rover and suddenly feeling a shuddering vibration through the vehicle gives premonitions of a large garage bill. A Range Rover Sport or Discovery 3 is normally so quiet that any noise or vibration suggests something's amiss. I slowed, picturing the drivetrain in an attempt to figure out the cause.

Back at my workshop, I noticed the Sport rolled to a halt on the flat floor before I even touched the brake pedal – a sure sign of sticking brakes. Sure enough, the right rear wheel was hot with friction from the brake being jammed partly on. After reversing and going forward a few times, the brake was free, and it stayed that way after a short drive. A quick visual check and clean of the disc and caliper with the wheel off suggested it might stay free.

Days later, it was binding again, so I renewed the corroded calipers and pads, though I suspected the left park brake might also be at fault. Repeated apply/release of the park brake, checking the wheel freed off each time, suggested the park brake was okay but, as a precaution, I decided not to use it again until I had time to inspect it properly, and so I relied on the auto box in the Park position to

hold the Sport when stopped. All was well until a couple of days before my planned inspection of the park brake, when the left rear wheel locked up without warning at 70mph. I heard the thud as the park brake shoes gripped the drum, locking the wheel momentarily and

slewing the back of the vehicle, though traction control instantly dealt with that – fortunately. I pulled in and checked the vehicle over. The rear wheel was black with powdered brake shoe lining and, in the absence of the lining, the brake was no longer binding. I switched the park brake to Release, mainly to satisfy myself that it was fully off. It was, so I switched the brake on and heard the screeching noise that suggests the module on the chassis is overrunning. To avoid damaging the module, I instantly reset it to Release.

I got the vehicle to Britpart's workshop where development mechanic, Steve Grant, and I explored the remains of the park brake. Steve connected the Lynx diagnostic interface to read any fault codes in the ECU – but there were none, so we used the Lynx to put the park brake in Mount mode, isolated the circuit at the fuse and set about a physical examination of the system. Here's what we found, as well as what's involved in dismantling, rebuilding and setting the park brake assemblies.

You'll notice in our pictures there is a 180 degrees difference in the way the park brakes are oriented on each side of the vehicle. So the toothed adjustment wheel on the left brake is nearer the top, and on the right side it's nearer the bottom.

**ED EVANS**

■ General workshop tools, diagnostic equipment

TIME	COST
4 HOURS	£112

DIFFICULTY RATING


> CHECKING THE RIGHT HAND BRAKE



1 The disc pads are levered clear of the disc, having first removed fluid from the reservoir to allow excess fluid to return.



2 The brake caliper is unbolted (two 15 mm AFs) and lifted off and supported clear to avoid straining the brake hose.



3 The park brake adjuster is eased, via this hole, to retract the shoes. Then the single Torx screw holding the disc is removed.



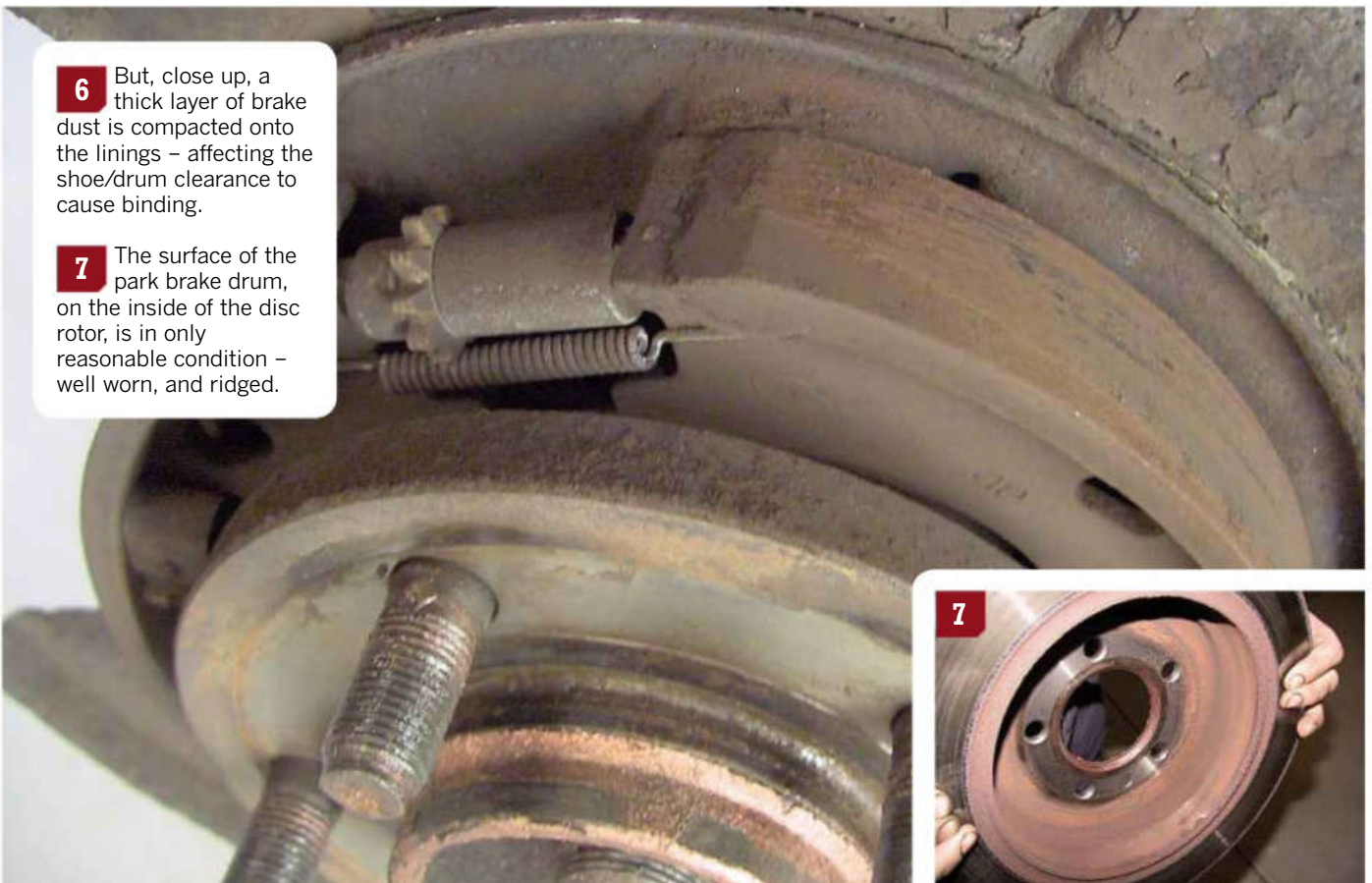
4 There's now sufficient clearance to pull the disc off, its internal drum surface clearing and sliding over the park brake shoes inside.

WORK SAFELY

- This feature shows the main aspects of rebuilding the park brakes for interest only. Anyone carrying out this work should adhere strictly to Land Rover's documented procedures.
- EPB work needs diagnostic equipment, and to be electrically isolated 20 minutes before being worked on.



5 First impression of the park brake now exposed on the backplate, is that it's just dusty, as might be expected of any drum brake.



6 But, close up, a thick layer of brake dust is compacted onto the linings – affecting the shoe/drum clearance to cause binding.

7 The surface of the park brake drum, on the inside of the disc rotor, is in only reasonable condition – well worn, and ridged.



> CHECKING THE LEFT HAND BRAKE



1 Current models use the rear disc brakes for parking. Each brake is operated by an actuator mounted on the caliper.



3 There was no sign of the brake linings in the drum. They'd been pulverized to dust and expelled, blackening the road wheel.



2 ... and here's why. When this brake had locked up on the motorway, the force had ripped the linings clean off the brake shoes.



4 The force of the jam up was sufficient to put this crack in the drum surface, though it hadn't extended into the disc rotor, yet.

> REMOVING THE SHOES AND REBUILDING

THE LEFT brake disc/drum was obviously scrap, so both discs (and pad sets) would be renewed as a matter of course to ensure braking balance across the axle. And a new set of park brake shoes (improved specification) would be needed on each side. It's advisable to fit new retaining clips and pins if the original type are fitted, or if their condition is in doubt.

But, as we saw in Part 1 of this electronic park brake story in *LRM* October issue, the repair will not be a simple matter of replacing the components. Apart from correct installation of the new parts, accurately setting the new park brake shoes will be critical to future reliability.



1 Each shoe is held by a sprung retaining clip which is squeezed and pulled off its pin, and the pin removed from the backplate.



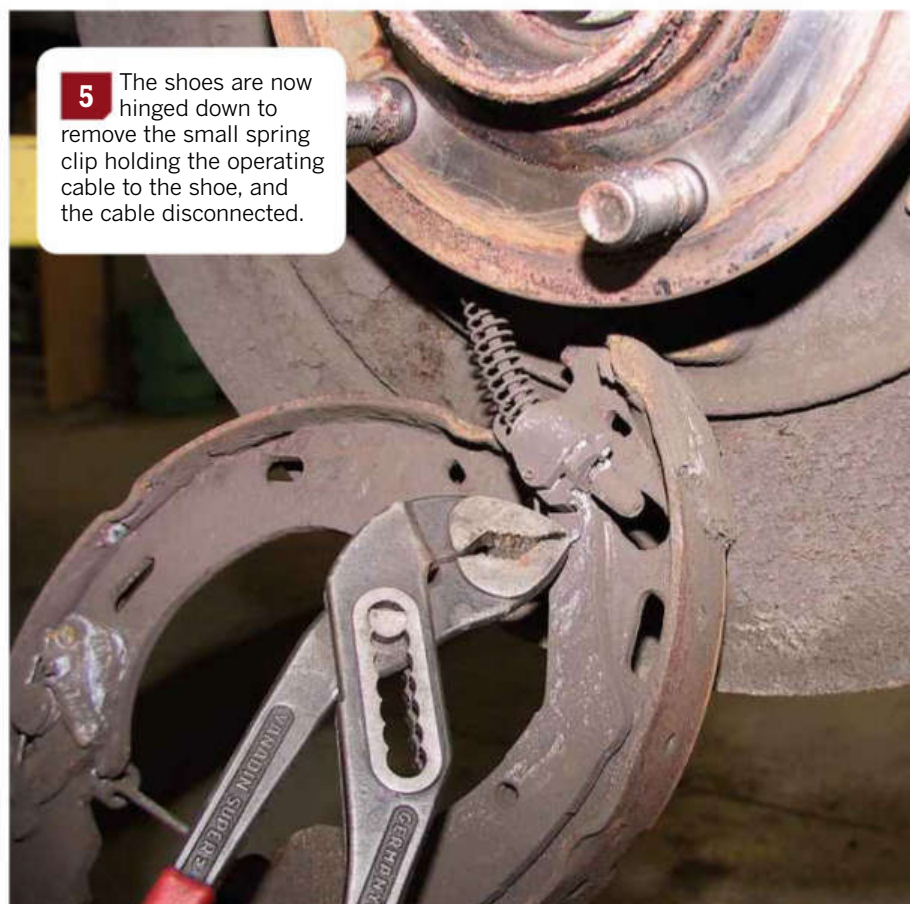
2 The forward shoe is moved out to release the cylindrical shoe adjuster (left wheel adjuster is at bottom, right is at top).



3 After removing the spring near the adjuster, the forward shoe can be swung clear to access the strut plate (arrowed).



4 The park brake strut with its return spring is lifted out, noting which way around it is fitted, for easy reassembly later.



5 The shoes are now hinged down to remove the small spring clip holding the operating cable to the shoe, and the cable disconnected.



6 With the shoes removed, we see the cable connector and lever in the back face of the shoe – and a fragment of original lining.



7 Before rebuilding, the backplate (especially the raised segments which the shoes contact) is cleaned and wire brushed.





8 The new shoes are Britpart LR 031947 for this 2006 Sport, priced around £37.50. Improved springs and clips LR 031947KIT, costing approx. £12.



9 These new discs, incorporating the park brake drums, are sourced from Delphi Lockheed (Britpart SDB000636G), around £56 pair.



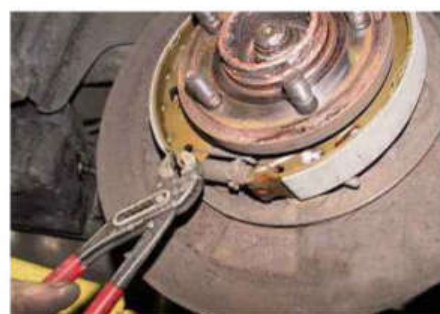
10 Inside the shoes – cable-operated lever (right), wedge adjuster (left), which Steve sets from the reverse side using a hexagon key.



11 The new rearward shoe's cable mechanism is attached to the cable before swinging the shoe upward onto the backplate.



12 After fitting the spring between the shoes, the (cleaned) strut is positioned, and the forward shoe engaged over the end of the strut.



13 With spring attached, the forward shoe is pulled out to refit the adjuster. Shoe retaining pins and clips (engaging backplate slots) are fitted.

> SETTING THE SHOES

ACCURATE ADJUSTMENT of the running clearance between the brake shoe friction linings and the inside face of the brake drums is crucial to efficient and reliable operation, and also to the life expectancy of the brake shoes and the chassis-mounted park brake module.

These adjustments and checks are made after refitting the brake discs and the calipers, and with the EPB system still in Mount mode.

Naturally, the setting procedure is done to the park brake assembly on each side of the vehicle, and the job can take up to around 45 minutes – it has to be absolutely right.



1 Through the disc hole, we check the clearance between the cable head (green) and the operating lever (blue), and that both move freely by levering.



2 Using a screwdriver in the hole, the toothed adjuster is tightened until the disc locks, then back ten clicks, leaving the disc free to rotate.



3 The wedge adjuster is eased using an Allen key, the disc is tapped all round with a mallet to align the internals, and the adjuster re-tightened.

> BEDDING THE SHOES

THE SHOES still need to be bedded in. But first, the EPB system is taken out of Mount mode and put into Bedding-in mode via a series of foot brake and park brake applications.

Bedding in is achieved by driving and stopping the vehicle ten times using the park brake switch to stop, and driving half a kilometre between each of these brake applications to allow the park brakes to cool each time. Finally, a physical check to confirm the wheels still spin freely with the park brake released, confirms that a good job has been done. Regular good servicing should eliminate any concerns for the future.

> RESULT

ALL THIS rectification work was actually carried out during December 2014. Now, at the time of writing, the vehicle has just undergone its first 12,000 miles service since then. Pleasingly, the park brakes were found to be in perfect condition and the adjustment was still spot on. There was only a light accumulation of dust that needed to be cleaned out in order to help them stay that way.

The moral of this story, as we said last month, is that it's imperative to have any problems with the EPB investigated right away, no matter how minor they might at first seem.

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- > Disc run out - $\leq 0.08\text{mm}$
- > Unbalance requirement - $\leq 150\text{g.cm}$
- > Coating - $5\sim 20\mu\text{m}$ NA paint
- > Salt spray test - 120 hours

LR017951G/FRC7329G	Defender - 1987 - 2006 & 2007 onwards	Front	Solid
LR017952G/FTC902G	Defender - 1987 - 2006 & 2007 onwards	Front	Vented
FTC3846G	Defender - 1987 - 2006	Rear	Solid
LR017953G/FTC1381G	Defender - 1987 - 2006 & 2007 onwards	Rear	Solid
LR018026G/SDB000330G	Defender - 1987 - 2006 & 2007 onwards	Rear	Solid
LR017951G/FRC7329G	Discovery 1	Front	Solid
LR017952G/FTC902G	Discovery 1	Front	Vented
LR017953G/FTC1381G	Discovery 1	Rear	Solid
SDB000380G	Discovery 2	Front	Vented
SDB000470G	Discovery 2	Rear	Solid
SDB000614G	Discovery 3	Front	Vented
SDB000604G	Discovery 3	Front	Vented
SDB000646G	Discovery 3	Rear	Vented
SDB000636G	Discovery 3	Rear	Vented
SDB000624G	Discovery 4	Front	Vented
SDB000604G	Discovery 4	Front	Vented
LR025946G	Discovery 4	Front	Vented
SDB000646G	Discovery 4	Rear	Vented
SDB000636G	Discovery 4	Rear	Vented
LR059122G	Discovery Sport	Front	Vented
LR007055G	Discovery Sport	Front	Vented
LR061388G	Discovery Sport	Rear	Solid
SDB100830G	Freelander 1 - up to YA999999	Front	Solid
SDB101070G	Freelander 1 - 1A000001 onwards	Front	Vented
LR000470G/LR027107G	Freelander 2 - petrol	Front	Vented
LR001019G	Freelander 2 - petrol	Rear	Vented
LR007055G	Freelander 2 - diesel	Front	Vented
LR001018G	Freelander 2 - diesel	Rear	Solid
LR039935G	Freelander 2 - from DH000001	Rear	Solid

LR017951G/FRC7329G	Range Rover Classic - 1986 - 1991	Front	Solid
LR017952G/FTC902G	Range Rover Classic - 1986 - 1994	Front	Vented
LR017953G/FTC1381G	Range Rover Classic - 1986 - 1994	Rear	Solid
NTC8780G	Range Rover P38 - 1995 - 2002	Front	Vented
SDB000470G	Range Rover P38 - 1995 - 2002	Rear	Solid
SDB000614G	Range Rover Sport - 2005 - 2009	Front	Vented
SDB000604G	Range Rover Sport - 2005 - 2009	Front	Vented
SDB000624G	Range Rover Sport - 2005 - 2013	Front	Vented
LR025946G	Range Rover Sport - 2010 - 2013	Front	Vented
SDB000646G	Range Rover Sport - 2005 - 2013	Rear	Vented
SDB000636G	Range Rover Sport - 2005 - 2009	Rear	Vented
LR016192G	Range Rover Sport - 2010 - 2013	Rear	Vented
LR016176G	Range Rover Sport - 2014 onwards	Front	Vented
LR038934G	Range Rover Sport - 2014 onwards	Front	Vented
LR033303G	Range Rover Sport - 2014 onwards	Rear	Vented
LR033302G	Range Rover Sport - 2014 onwards	Rear	Vented
SDB000201G	Range Rover L322	Front	Vented
SDB500182G	Range Rover L322	Front	Vented
LR031843G/SDB500193G	Range Rover L322	Front	Vented
LR031845G	Range Rover L322	Front	Vented
SDB000211G	Range Rover L322	Rear	Solid
LR031844G/SDB500202G	Range Rover L322	Rear	Vented
LR016176G	Range Rover L322 - 2010 - 2012	Front	Vented
LR031846G	Range Rover L322 - 2010 - 2012	Rear	Vented
LR016176G	Range Rover L405	Front	Vented
LR038934G	Range Rover L405	Front	Vented
LR033303G	Range Rover L405	Rear	Vented
LR033302G	Range Rover L405	Rear	Vented
LR007055G	Range Rover Evoque	Front	Vented
LR027123G	Range Rover Evoque	Rear	Solid
LR059122G	Range Rover Evoque - 17"	Front	Vented

IMPORTANT BRAKE INFORMATION

For exact change over points with vehicle applications please contact your local Britpart distributor with the full chassis number for the correct application. These reference are intended as a guide only.

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SWAPPING A V8 FOR A TDI

Q I have a 1994 Discovery with a 200Tdi engine that's an MoT failure due to a rotten chassis, as well as a 1990 Range Rover 3.9-litre V8 in very good condition. I should mention also that the Range Rover is an automatic. Would it be possible for me to fit the 200Tdi engine into my Range Rover? Is this idea realistic?

The Tdi engine from my Discovery has been, and still is, very reliable and smooth running, and it is too good to waste just because the vehicle itself is past its best.

William Jarrett

A The conversion from V8 to Tdi is relatively straightforward. Your only difficulty will come if you want to keep the automatic gearbox. I would suggest fitting both the engine and the gearbox from the Discovery, and mating it to the Borg Warner transfer box currently fitted to the Range Rover.

The parts you will need from the Discovery are: the engine and gearbox, gearbox cross member, fuel pick-up pipe from the fuel tank, engine wiring harness,

radiator and intercooler assembly with all the associated pipes, exhaust system, air filter, air pipes and fuel pipes.

The engine mountings will need to be cut from the Discovery chassis and welded to the Range Rover chassis after you have test fitted the engine and gearbox to make sure the positioning is exact. It is very important to make sure the engine mountings are welded in properly, because they are taking a lot of weight and strain. You will then also need to source the interior gear stick trim from a manual Range Rover to finish the conversion off neatly.

If you particularly want to keep the Range Rover as an automatic, then you will need to source a 200Tdi auto box, but I would not recommend this because the Tdi always felt underpowered when running with an auto box. It does sound like a big job, but is actually just time consuming rather than difficult. I would allow a day and a half to do this conversion, but I have done several of them, so expect it to take you around three days depending on your DIY skills.

Sam Clarke

Installing an ammeter can adversely affect the Discovery Td5 alternator's charging control system



DISCOVERY 3 LEAK PATH

Q My 2005 Discovery has wet carpet in the passenger footwell. I have checked the door seals and around the windscreen, but I cannot find the ingress. I have even had my wife spraying a hose on the front of the car while I searched around inside to see where the leak was getting in. I know on earlier Discovery models the carpets could become wet if some air conditioning unit drain pipe became disconnected, but I would expect the Discovery 3 to be quite different. Do you have any ideas?

A Fellows, Dorchester

A Try removing the battery cover under the bonnet and have a look for water collecting in the battery tray. Water can enter here even with the bonnet closed and, if the battery tray drain is blocked, it can rise in the battery tray until it reaches the wiring loom. It then seeps along the loom and down into the passenger compartment where it is absorbed by the carpet. **Ed Evans**



A Discovery 3 is unlikely to leak through the body, thanks to good construction and joint sealing. Maybe through the engine compartment – it's rare



AMMETER VERSUS VOLTMETER

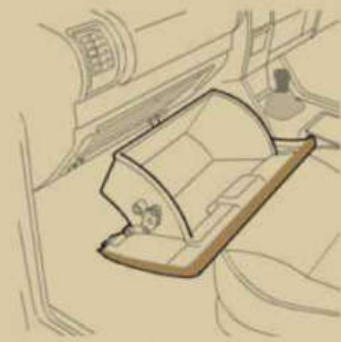
Q I would like to wire up an ammeter to my 1999 Discovery Td5. I have been told by a few people not to do it on the grounds that it upsets all sorts of electrical things, and there maybe a voltage drop between the battery and the alternator, and that it could upset the voltage regulator in the alternator. There is also a perceived fire hazard of having large 100 amp cables running through the dash. Could a shunt not take care of this problem? Is there a right and wrong way of doing it. Or should I just stick with a voltmeter?

Clint, Guildford

A Fitting a voltmeter is far simpler, safer, and will give you enough information to provide peace of mind about the state of your electrical

system. You would expect it to show approximately 14.4 volts if everything is in order when fully charged. Readings between 1 and 1.5 volts above or below this value suggest a voltage regulator problem (assuming the alternator drive belt is correctly tensioned). So it provides useful information presented simply, whereas you will need a very good understanding of the system to accurately interpret ammeter readings.

Ammeters wired in the dashboard were popular, and appropriate, when vehicles had a dynamo to charge the battery, but they are not really compatible with alternator systems. An ammeter (preferably incorporated in a multimeter) is best kept in the toolkit as a diagnostic tool, rather than set into the dashboard. **Ed Evans**



The BCU is accessed after removing the glove box and its closing panel. There are five multiplugs to disconnect, and the BCU is held in by a single nut and bolt

DISCOVERY 2 LOSES BODY CONTROL

Q I live in rural Australia and have a 2000 model year Discovery Td5. It refused to start some four months ago, and has refused all efforts to change its attitude. I have spent many hours under the bonnet and dash, checking the wiring, and so on. My next move is to trailer the car over a five-hour journey south to an experienced Land Rover mechanic.

Something else has also happened, which may help shed some light. I noticed that the auto transmission selector and indicator stayed on Park, regardless of the position of the lever and corresponding movement at the inhibitor switch (which is almost brand new). I removed the inhibitor switch to check the wiring for damage or dirt. Since replacement, the car makes six alarm noises when the key is turned to the ignition position, together with an O flashing on the screen. Does this indicate or pinpoint a particular fault which I might be able to find a solution to?

David Snadden, Australia

A I suspect this issue relates to the body controller module, which is mounted under the dash, behind the fuse box. Here are a few things to check:

- 1) Remove the body controller and have a good look around all the connections for signs of corrosion and loose pins, etc. The windscreen can leak and drop water straight onto the body controller. If you find any such problems, clean up the connectors and recheck.
- 2) The body controller may have lost its settings, and think it is a manual vehicle or it may even not be recognising the vehicle, and that would be why the display is showing O. If that is the case, you need to have someone with diagnostic equipment to run through the programming of the body controller.
- 3) If either of the above don't work, then I would suggest that it is the actual body control module itself that will need replacing.

Duckworth Land Rover



DEFENDER ILLUSION

Q I'm getting a weird sensation in my Defender. I haven't owned it long, and I rarely drive at night, but the other evening when I looked in my rear view mirror I could see a view of the road ahead. How can that be? I tried it last night and it was the same, though I can move about in my seat until I get a view out of the back. What's going on?

Arch Prescott

A I'll bet you're driving a 110. It's an effect caused by the combination of the height or position of the driver, and the position of the rear view mirror. What you are seeing is the road ahead being reflected off the inside of the rear door window, back to the mirror. This is particularly noticeable when vehicles with lights on are driving towards you, and sometimes it's a bit concerning because it appears that cars are driving full speed into the back of you.

Try adjusting your mirror angle, or put it on dip position if it has one, or adjust your seat position.

Ed Evans

DEFENDER CAMBELT CONCERNS

I have a 1995 300Tdi Defender. I have recently changed the cam belt, but when I removed the timing cover I found black fluff indicating that the belt had been rubbing. I purchased and fitted one of the upgrade kits with different pulleys thinking this was the best solution to the problem. However, I have since read that the issue of premature wear can also be caused in part by the injection pump being out of alignment. Is there any easy way of checking?

Jonathan Goodson



This problem with the 300Tdi engine timing belts was well documented when they were the current model and the vast majority of them have been fixed. There are two different correction kits available, STC4096L which is the kit you have used, and STC4095L which includes the parts

you have used, plus a new engine front cover and a new injection pump to engine block bracket and all relevant gaskets. If a Land Rover dealer fitted the correction kit then they were meant to put a yellow paint mark on the upper left hand side of the timing cover, but this was not always done. The reason for the larger kit with

the front cover was that the bracket connecting the injection pump to the cylinder block was not the right size and this, in turn, warped the front cover very slightly and thus caused the premature wear on the timing belt. You can tell if your car has had the full correction kit fitted by closely inspecting the pump bracket, the modified one had sliding inserts in the two bolt holes used to bolt to the back of the injection pump. The thing that has always been peculiar about this problem is that it did not affect all engines. I have seen early very high mileage 300Tdi engines that have never had a correction kit or any wear issues, so I would suggest running your Defender for about 1000 miles and then whipping the timing belt cover off to see if there is any wear before investing in the full kit.

Sam Clarke



{DEFENDER AND OTHERS}

BRAKE DISCS RESURFACED

Replacing brake discs can involve considerable time and money, but a re-face can be a cost-effective cure for judder, vibration and corrosion. Dave Barker explains



DAVE BARKER

■ This is not a DIY job, simply because specialised equipment is required

TIME

**2
HOURS**

COST

**FROM
£30**

Parts and costs: From around £30 per pair, plus new pads. Cost depends on the vehicle and size of the discs being skimmed.

DIFFICULTY RATING



L

ess than 5000 miles ago I replaced all the brakes on my Defender. As well as fitting new discs and pads, I also replaced the calipers.

Recently, however, the Defender started to suffer from juddering when braking. The problem was diagnosed as a warped disc, or more than one. But, with no signs of damage, we were uncertain which disc was causing the problem, though I suspected it was the rears.

The warping could be due to a disc or discs getting very hot at some point, and then suddenly cooled. Other reasons for brake judder or vibration can be disc/hub run out or, with older discs, corrosion or even a thickness variation in the disc. Whatever the cause, my bad case of brake vibration needed to be fixed.

With my discs showing little sign of wear, instead of replacing them, it was suggested that I had them re-faced by taking a skim off the surface on each side. I wouldn't normally have considered this option because I expected the cost of having discs re-faced to be far more than the cost of replacing them, especially with aftermarket brake discs being so reasonable. However, when you add the labour cost of fitting new discs on a Defender, especially the fronts, it does work out cheaper to have them skimmed.

And on, say, a Range Rover where a genuine brake disc is listed at over £83 then provided your discs are not worn, having them re-faced is an even more cost-effective option, as it is for high performance vehicles with vented, cross slotted and drilled discs. Re-facing can also be useful on vehicles that are not used all year and laid up, often resulting in the disc brakes becoming rusted through lack of use.

The equipment used to resurface my discs is known as a Pro-Cut On-Car Brake Lathe. As the name suggests, it resurfaces the discs on the vehicle, taking into account any run out, and ensures the disc is matched to the hub and machined at 90 degrees to the axle. The complete caliper assembly first needs to be removed, which is a relative easy job, then the Pro-Cut is attached to the hub by means of an adaptor. The machine then auto-adjusts itself for lateral run out of the disc, before a manual first rough cut is taken off the disc, cutting inwards, and normally removing around 0.1 to 0.2 mm off the disc. Once that is complete the

CONTACT:

Station Auto Services, who carried out the work shown here. Contact them at Unit 6, Carlton Minott Business Park, Carlton Minott, Thirsk YO7 4NE. Tel: 01845 524934. Email: stationautoservice@tiscali.co.uk

Pro-Cut machine is set to automatic mode and it then works outwards with a fine cut, again taking off 0.2 mm, making a total cut of around 0.3 to 0.4 mm. The Pro-Cut On-Car Brake Lathe is approved by leading manufactures including Land Rover, and also by brake component specialist, EBC, if a customer has brake vibrations after fitting EBC pads and discs. In my case, we first resurfaced the rear discs because we suspected they were causing the juddering. But during a subsequent road test the brake vibration had only improved slightly, so it was decided to re-face the front discs as well. Doing that cured the juddering completely. Hopefully, I can now look

forward to several years of vibration and judder free motoring.

Because of the specialist equipment needed, this job is not a DIY prospect. This feature shows what can be done and how a commercial garage would carry out the work. Not all defective discs can be reclaimed in this way, and there are limits on the remaining thickness of the disc after surfacing work has been carried out. So a well worn disc may already be too thin to be re-faced. A good repairer with access to the appropriate specifications will advise what, if anything, can be done to restore the discs in a safe manner, and whether the process is applicable to your particular Land Rover model.



1 The Defender is lifted off the ground for a full brake inspection prior to any remedial work being done.



2 The rear wheels were removed and the discs inspected for signs of damage that could be causing the vibrations, but no damage was seen.



3 Before the disc can be resurfaced the brake caliper assembly is removed and supported safely out of the way.



4 Before attaching the equipment, the face of the hub is cleaned of dirt and any corrosion to ensure the Pro-Cut lathe is aligned correctly.



5 The Pro-Cut lathe is attached to the Defender's hub via a special adaptor, ensuring correct alignment to the hub.



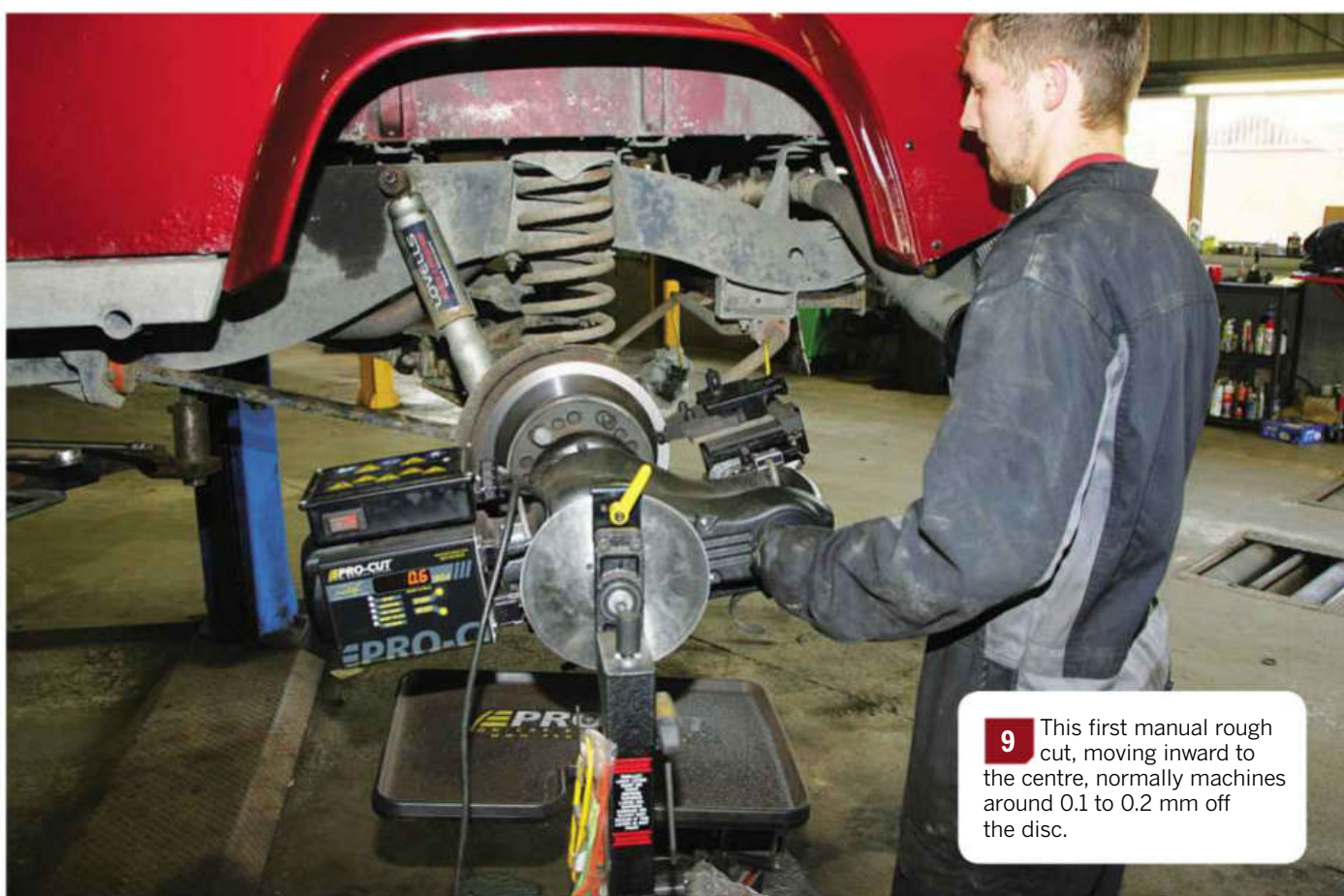
6 Once fitted, the lathe automatically self-adjusts and centres itself alongside the vehicle's hub, with the cutting tool meeting the disc.



7 The cutting tool is set just in from the outer edge (inboard of any lip), and both sides of the disc will be cut together.



8 The lathe then cuts outward to the outer edge (removing the lip), before the operator makes a rough cut inwards to the centre of the disc.



9 This first manual rough cut, moving inward to the centre, normally machines around 0.1 to 0.2 mm off the disc.



10 Once the rough cut is complete a smoothing pad is fitted and the cutting tool adjusted before the machine is set to automatic cut.



11 With the Pro-Cut lathe adjusted, it automatically makes a finer cut (again 0.1 to 0.2 mm) from the centre towards the outside edge.



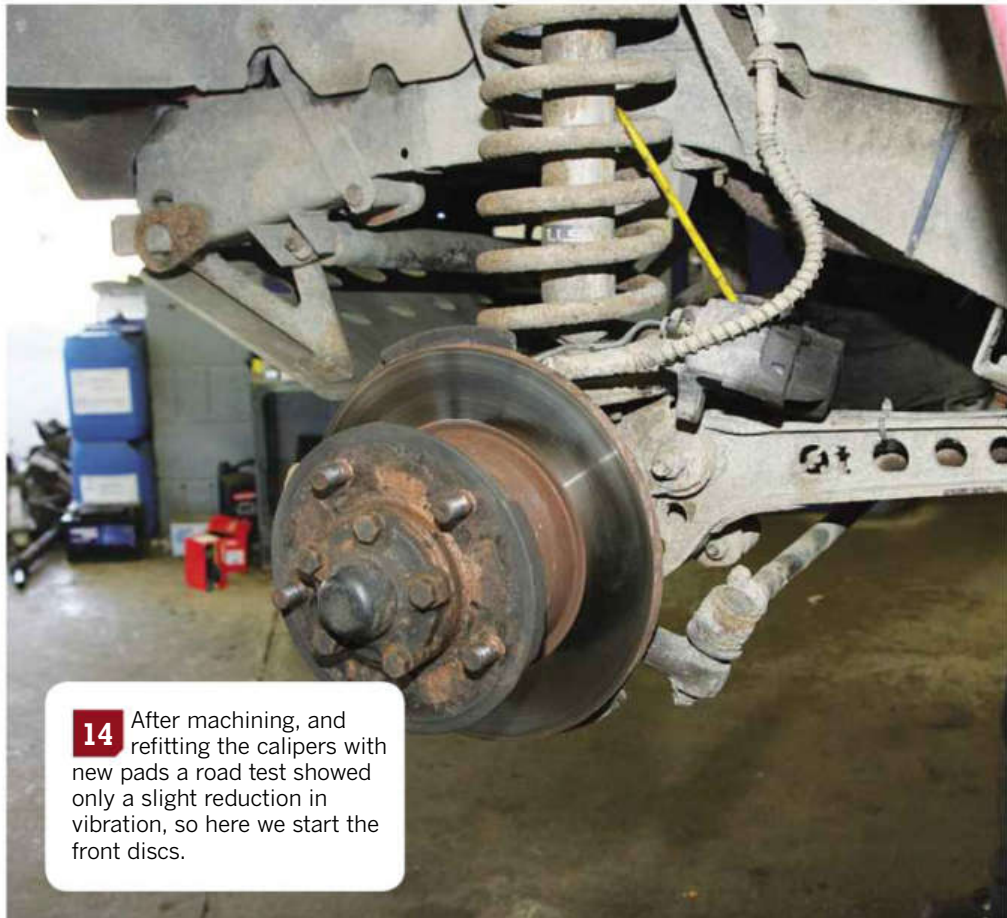
12 After the first disc has been resurfaced, the Pro-Cut lathe is removed and attached to the opposite side hub to machine the right side disc.



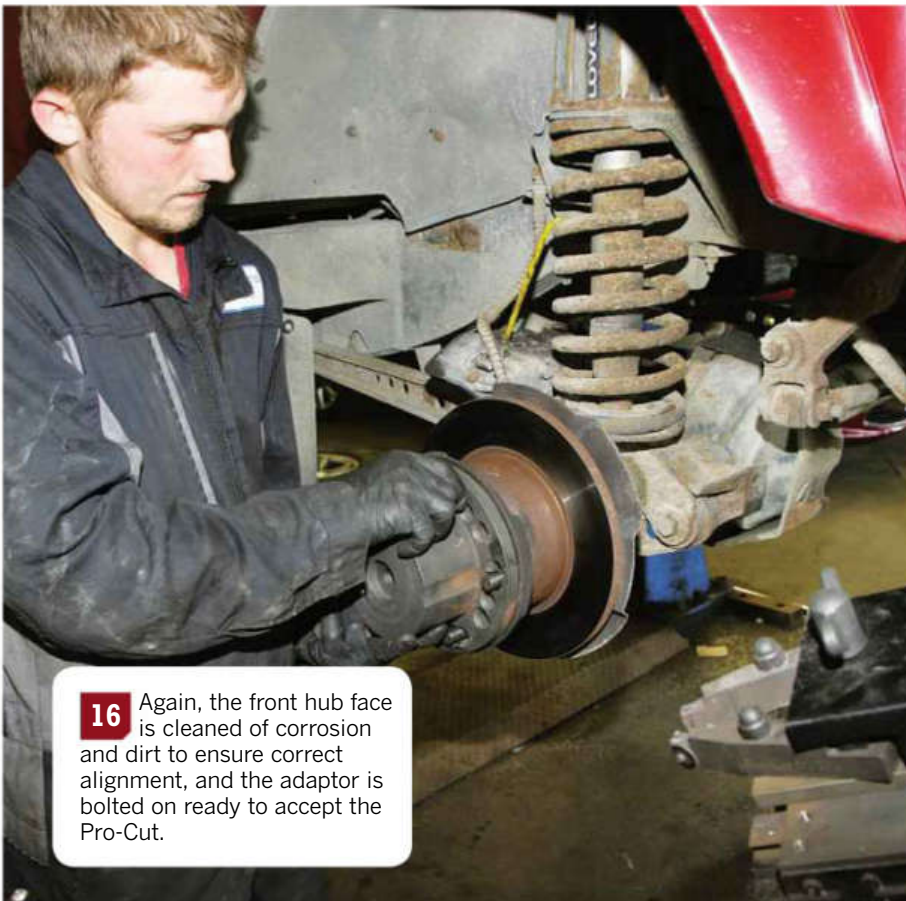
13 The Pro-Cut lathe is now working upside down on the opposite hand brake disc, cutting and re-facing it in the same way.



15 Before the Pro-Cut lathe is fitted to the front discs, the cutting tools are checked and rotated so a fresh cutting edge is used.



14 After machining, and refitting the calipers with new pads a road test showed only a slight reduction in vibration, so here we start the front discs.



16 Again, the front hub face is cleaned of corrosion and dirt to ensure correct alignment, and the adaptor is bolted on ready to accept the Pro-Cut.



17 Once more, a first manual rough cut is made followed by an automatic fine cut with each cut taking around 0.1 to 0.2 mm off the disc.



18 This is some of the material removed from the discs. They are now running true with new pads fitted all round, and the Defender is vibration-free.

CONTACT: Cool Air Logan, Lincoln, LN2 4JB, UK coolairlogan.co.uk 01522 523622

DEFENDER AIR CONDITIONING KIT

In our May and June issues this year we featured the CoolAir Logan air conditioning system being fitted to our Td5 Defender 110 station wagon. This is a unique system because it features a separate unit for the rear passengers, housed in a bespoke centre console. The front system is similar to the standard Land Rover unit. After five months of testing, it's time to pass on my own, and others', opinions of the system.

ENGINE BAY

The air conditioning system takes up minimal under-bonnet space, using similar components to those of the standard factory installation. The exception is Coolair Logan's slim-line condenser matrix mounted in its own frame ahead of the engine radiator. Its narrow section eliminates the need for the forward-extending front panel seen on Defenders with factory-fitted systems.

CAB SPACE

Some motoring publications complain of reduced knee room caused by the full width air conditioning console across the bulkhead of factory-fitted vehicles. But, at 5 feet 11 inches tall, I haven't even noticed the presence of the console when climbing in or out, or while driving. The only con of the console is that it restricts access to the screen wiper motor.

The centre console, housing the separate rear air conditioning unit, sits between the front seats, replacing the middle seat or the traditional cubby box. It has far less storage space than the cubby box. On the other hand, the new unit incorporates two adjustable arm rests with opening lids sufficiently sized to store sunglasses, cash, compass or phone. The forward section provides twin cup holders and a cross-slot which allows handy storage of OS maps. Partly opened maps slide underneath the arm rests, where they stay secure over rough terrain, and are immediately to hand.

DO WE NEED THIS?

AIR CONDITIONING is now a basic requisite in ordinary cars, but has always been debatable for a Defender, especially in the UK. But, after using it for five months I'd hate to be without it, and here's why.

De-misting: The system removes moisture from the incoming air, so the resulting dry air absorbs condensation on the inside of the screen and windows, enhancing the effects of the standard demisting system.

Motorway speeds: You don't need the windows down to keep cool on hot days, so high-speed driving is quiet (for a Defender).

Drying out: When wet kids, walkers, mountain bikers and dogs come on board after bad weather, the air con system helps dry everything rapidly, especially with the rear system fitted. And the cab doesn't have to be cold – the heater can be run simultaneously to maintain the desired temperature. So it's useful in the UK winter.

Hot weather: Cool is comfortable. Air con also reduces drowsiness. I found the front system adequately cools the cavernous 110, but with eleven people on board in hot weather, the rear system was a boon for the guys on the rear bench seats. A handy USB port is fitted in the rear of the centre console, but there isn't one in reach of the front seat occupants.



Operation is simple and manual, devoid of climate control complications.



Coolair's slim refrigerant condenser allows the standard front body panel to be retained.



The rear passengers' view of the centre console housing the rear aircon unit.

USEABILITY

The air conditioning master control is at the driver's end of the front console, along with the air flow switch. The master switch provides three levels of cooling, and an off position which also stops the blowers. The blower switch offers three airflow rates through four easily adjustable vents.

Twin circular adjustable vents in the rear unit are positioned low down and close to the rear passengers' legs, though they can be aimed steeply upward where the cool air is needed. Cooling here, is controlled from the driver's switch,

but the rear passengers have their own blower control.

RELIABILITY

After just five months we wouldn't expect any reliability issues. Despite driving some harsh rocky off-road terrain, no rattles or squeaks have developed in the interior consoles.

EFFECTIVENESS

Switch on, and the cool air arrives in seconds. The switch settings and vent arrangements make the temperature and airflow fully controllable.

Ed Evans

COSTS (+VAT)

Front: 300Tdi £1695, Td5 & Puma £1595 (£200 fitting)

Rear: 300Tdi, Td5, Puma £1295 (£200 fitting).

Both systems incl fitting: 300Tdi £3100, Td5 and Puma £3000.

The effect on fuel consumption has been minimal. Normal servicing costs are similar to any other aircon system.

WORKSHOP TEST



This picture shows the vulnerable spare wheel securing mechanism seen from the underside.



With the wheel lowered and propped up at an angle, the Spare Shield is fitted around the cable lower mechanism.



When the spare wheel and cable are wound back into position, the cable mechanism is completely sealed off.

{DISCOVERY 3, 4, RANGE ROVER SPORT 1}

SPARE SHIELD

The underslung spare wheels on Discovery 3 and 4 and Range Rover Sport are vulnerable to theft by determined thieves. I'm not going to say here how the spare is stolen, but it's worth mentioning a device that can help prevent theft.

The spare wheel on these vehicles is held to the underside by a steel cable system, allowing the wheel to be lowered by winding the cable from inside the rear load space. Spare Shield is a cylindrical device which is locked in place over the end of the cable mechanism when the spare is

wound back into its normal position.

Costing £69.95 including VAT (postage is extra), you'll get a two-piece black tubular assembly which won't even be visible once fitted, just like the spare wheel itself. The gain is that it could help avoid a bill of around £600 for a breakdown callout and a new wheel and tyre when you stop to change a wheel and find the spare is long gone. **Ed Evans**

CONTACT

Sturgess Land Rover, Leicester, LE2 7GS, UK
landroverparts@sturgesscars.co.uk
0116 274 0074

OUR OPINION

THE UNIT is simple to install and is supplied with clear instructions. Normally, when removing the spare wheel, the cable can be detached with the wheel laying on the ground, working through the spokes. Fitting the Spare Shield, and releasing the wheel for fitting, involves tilting the wheel on the ground and then supporting it to remove the mechanism from underneath. To avoid that heavy lift at an awkward angle, I placed a wood block under one side of the wheel before lowering, so it landed in a tilted and supported position. The shield certainly covers the area normally attacked by thieves. It should encourage them to move on to a softer target.



**GARY
STRETTON**

■ Tools: Spanners, screwdrivers, multimeter (optional), 3/8 UNF tap, suitable cable, piggyback spade terminal 6.3 mm, cable ties, heatshrink sleeving, insulation tape

TIME

**2
HOURS**

COST

£30

DIFFICULTY RATING



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FIT AUTO {SERIES III} REVERSING LAMPS

Fitting automatic reversing lamps is easy, and there's already a hole for the switch. Gary Stretton illuminates us

Reversing lights are something you can live without on a Land Rover, but only until circumstances dictate otherwise. In my case, that was the prospect of arriving at a campsite and trying to position a 109 onto a small grassy area surrounded by pitched tents and kids who were blissfully unaware of my engine noise because they were wearing earphones. Throw in some darkness, and you have a game of dare for everyone.

It's not uncommon to find vehicles fitted with auxiliary lights mounted high up, doubling as reversing lights, and switched on manually by the driver. But I wanted to manoeuvre without the need for flicking switches and confusing all and sundry around me. Fitting a switch to the gearbox, operated by the gearlever when reverse is selected, was the only option for me.

Conveniently, Series III gearlever brackets are already drilled to accept a switch for the purpose. The intended switch is the Land Rover item that's also used as the brake light switch fitted to servo-equipped models.

It's not a difficult fitment, but beware trying to tap the hole in situ. It's possible, but removing the bracket only takes four bolts, which is better than mucking up the hole with swarf that then needs to be removed from the gear lever grease.

You may want to fit an internal tooth lock washer to the switch, under its lock nut. I took the electrical supply from the brake switch terminal with the green wire in the engine bay, which is easily accessible. This supply originates from terminal 8 in the fusebox.

If you have a rear-mounted spare wheel fitted, the pool of light from the reversing lamps needs to overcome that, so a single lamp is unlikely to be effective in this case. I fitted twin lamps at waist height.



1 Remove the centre cover beneath the middle seat to check your SIII gearlever bracket has the pre-drilled hole.



2 Using a torch, locate the hole in the bottom right of the gearlever bracket, just above the gearbox casing.



3 Assuming the bracket is correct, remove the transmission tunnel section of the floor in the usual sequence.



4 The bracket hole, and the gear selector tab which operates the switch, can now be clearly seen.



5 This is the switch (Part no. 575166 OE). It's available from specialists and, at £5 or so, is inexpensive.



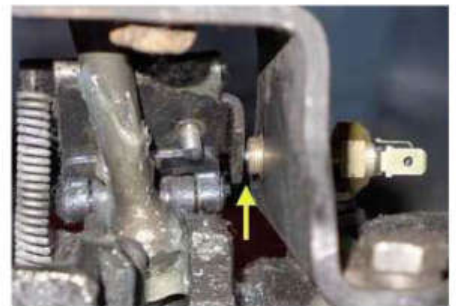
6 Remove the four bolts holding the bracket in place and continue your work in comfort at a bench.



7 Using a 3/8 inch UNF tap, create the thread for the switch. Use oil to lubricate the tap while it's cutting.



8 Trial fit the switch to ensure it feels solid. There's no need to tighten the locknut until the plunger has been set.



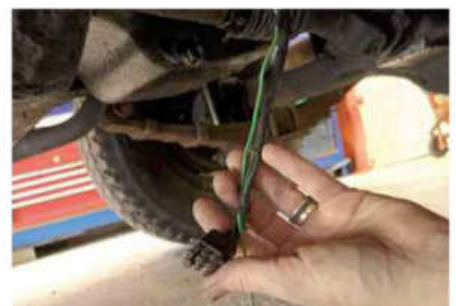
9 This is the tab's position in reverse. Adjust the switch until the plunger is pushed in by two thirds its length.

WORK SAFELY

- Disconnect the battery earth lead before working on the electrical system, and reconnect it on completion.
- Don't connect the feed wire to the brake light switch feed until your circuit is complete.
- Ensure wiring along the chassis is out of harm's way and fully secured.



10 The switch feed wire is routed close to the bellhousing, with some slack to allow for movement without chaffing.



11 Disconnect the rear loom at the bulkhead and tape feed wire to it, ensuring length to reach the brake switch.





12 Having reconnected the loom, take the supply wire through the short sleeve for the brake switch wires in bay.



13 The feed to the lamps took the same route as my rear loom, ensuring any connections were waterproof.



14 Where possible, I ran wiring through sleeving, cable-tied securely, to protect it from chaffing and debris.



15 This is the SIII/Defender lamp (PRC7263), with excellent output through its panoramic lens.



16 Lamp position is your choice. I had to consider the Swingaway spare wheel carrier being refitted soon.



17 Use masking tape to protect paint, mark out three hole centres on the tape. Dot punch each one before drilling.



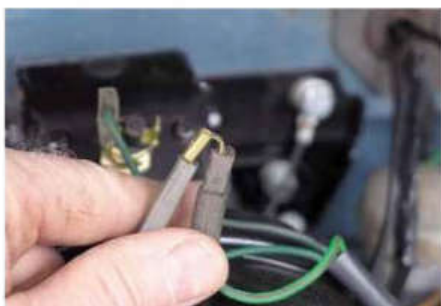
18 Seal the screw thread and wiring using non-setting butyl strip available for Land Rover door glass.



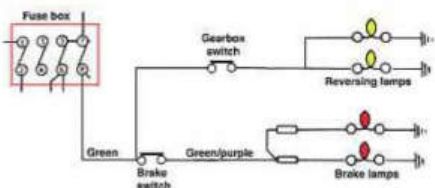
19 Tighten the securing nuts, ensuring the wiring isn't snagged. The wiring is longer than is required.



20 Before connecting the wires to the feed at the loom junction, I cut them to length, with some to spare.



21 I now connected my feed to the green (G) feed wire on brake light switch using a piggy-back spade terminal.



22 The wiring is basic and easy to master and is ready-fused through the fuse box via the green feed wire.



23 The pool of light from both lamps is excellent and overcomes any obstruction from the rear mounted wheel.

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CONTACT: With thanks to Kingsley Cars, based just off the A40 in Oxfordshire for their help with this series. Check out <http://www.kingsleycars.co.uk/range-rover-welding-repairs.htm> or call 01865 884488

PART 3

{DISCOVERY 1, RANGE ROVER CLASSIC}

LEARNING TO WELD

Alisdair Cusick moves our welding skills on by showing how the experts replace a load bay floor section.



ALISDAIR CUSICK

■ Tools: MIG welder, welding gauntlets, cap, correct mask, overalls. Metalwork tools for cutting and shaping, cleaning joints and preparing bodywork for welding, new panel, weld-through primer, zinc-rich primer

TIME

4-5 HOURS

COST

£200 PLUS

DIFFICULTY RATING



This month in the Welding mini series we move on a pace. So far, we've practiced welding test pieces on the bench, and we've looked at welding a small repair to a flat wheel arch. This month we scale things up by replacing a whole panel.

Whilst smaller repair sections are an important skill to master, panel or component replacement is the major stepping stone to performing senior repairs on a vehicle body. While fitting repair sections, the vehicle remains square and supported on the chassis and – in the main – the structure stays almost complete. With panels, we're often removing a whole body component, meaning that suddenly, we have to consider lining up the replacement true and square. Measurements may be vital, depending on the panel, and if we get it wrong, like on a crossmember for example, the rear door or tailgate may not shut, never mind having unsightly panel gaps either side.

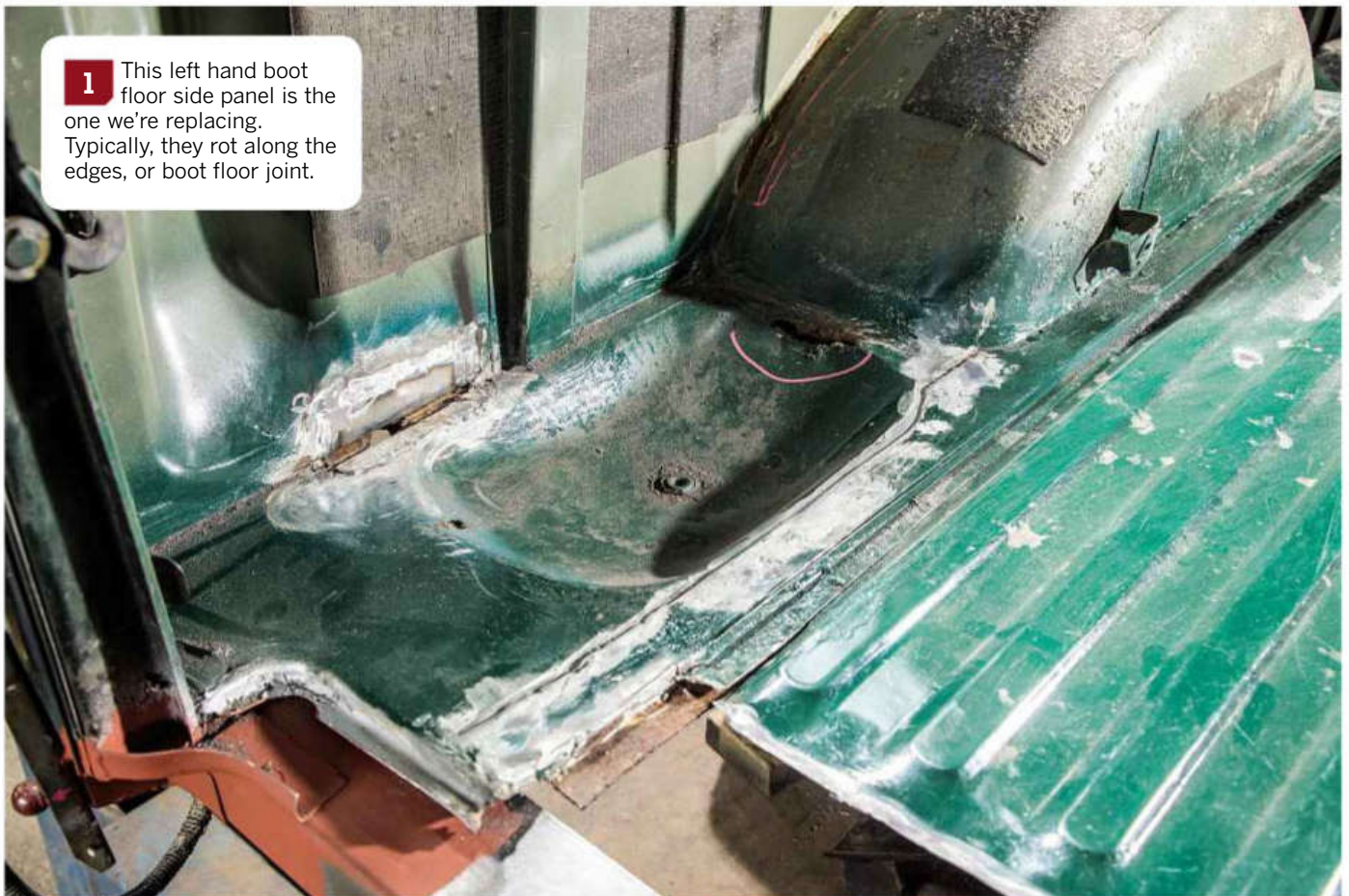
Panels are a little different in respect of skills, too. Welding is, of course, the important bit, but the headline story on this month's job is that of accurately cutting out, preparing, and lining up the fit of the new panel. Expect to spend probably 85 per cent of the time on those

jobs, and only a minority with the MIG mask on. Welding-wise, we'll be using our tack weld skill, and giving it a twist, by making puddle welds; basically a larger tack in a hole, fixing two panels together. This month's challenge then, is mainly in learning about cutting out, whilst bearing in mind we need to leave enough to weld the new panel to.

We show a Range Rover here, though the job is similar on Discovery 1. On either vehicle the basic structure is broadly similar, as are the skills you need and the steps involved. Kingsley Cars' welder, Steve Fuller, shows us the way to tackle the job.

WORK SAFELY

- Wear protective gloves and full face mask when working with an angle grinder. Be aware of its potential to twist in the hand, and to kick back unexpectedly.
- Wear a dust mask when cutting rust areas. Wear gloves when cutting and fitting metal, and beware of sharp edges.



1 This left hand boot floor side panel is the one we're replacing. Typically, they rot along the edges, or boot floor joint.



2 Steve cuts out the boot floor for access – it's being replaced anyway. Remove or unplug any wiring that might be in harm's way, moving it aside.



3 If replacing only the side panel, we need to preserve the edge the floor fixes to. Removing the floor means we have new joints on new panels.



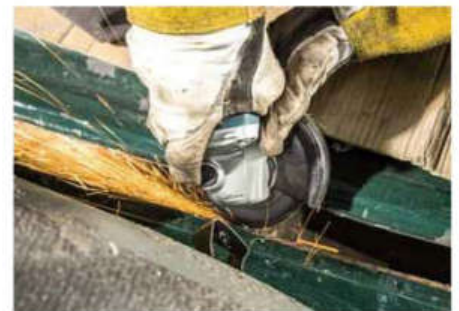
4 With a fire blanket on the fuel tank, Steve cuts loosely an inch inboard from the edge of the panel to remove the bulk and aid access.



5 You'll get into odd angles with the cutter as you work into the corners, but do the best you can. Take great care to use it safely.



6 Before you know it, the rear section comes out. There's still the outer edges to finish, but we have better access now for accurate trimming.



7 Now we move forward, trimming off the other areas. Steve's top tip is to cut only as deep as you need to, don't bury the disc deep.





8 We all know sparks can travel, but this shot shows just how far they can reach. Stay safe, and be aware of possible dangers.



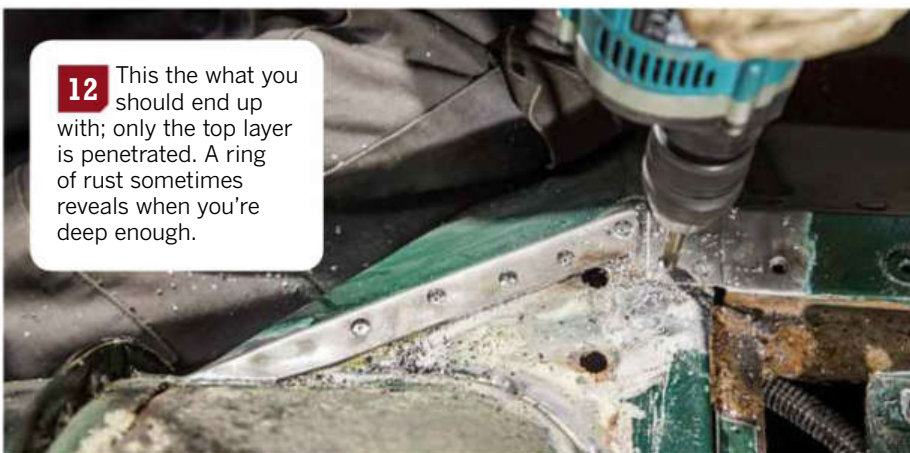
9 The centre section is roughly trimmed out back to the wheel arch lip, and to the boot's floor supports underneath.



10 At the front, Steve used a knotted wire brush to clean back the footwall lips, to reveal the spot welds, so he can drill them out.



11 With a spot weld drill – a special, flat ended bit – he carefully cuts through the top panel. Cutting lube helps prolong the (expensive) drill bit.



12 This is the what you should end up with; only the top layer is penetrated. A ring of rust sometimes reveals when you're deep enough.



13 Next, open the joint using a hammer and chisel. You'll soon find any spots you have missed. If so, carefully drill a little deeper.



14 When you're done, the panel end should drop out. This way, we've plenty of good metal to weld to, easing our task.



15 Steve chases around the wheel arch edge with a knotted wire brush, to take the area back to clean, corrosion free metal.



16 Then, he carefully trims back the final lip of the corroded panel, to leave a good edge to weld the new panel to.



17 Our side panel goes under the rear quarter, so we move to the outside and drill out the final spot welds there.



18 When you've got them all, you should be able to separate the last bit of the panel, as demonstrated here with the chisel.



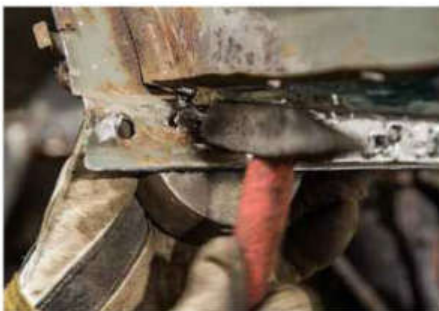
19 Now we clean back the area we'll be welding to. A finger sander is superb here. We hope to find solid metal, not more corrosion!



20 Under the wheel arch also needs to be clean. A twisted wire brush does the job, removing underseal, seam sealer and paint.



21 Undulations in the panel edge area straightened using a hammer and dolly (normal bodywork/bodyshop tools).



22 To use, simply hold the dolly against the bent panel, and gradually hammer along, moving the dolly as you go down the panel.



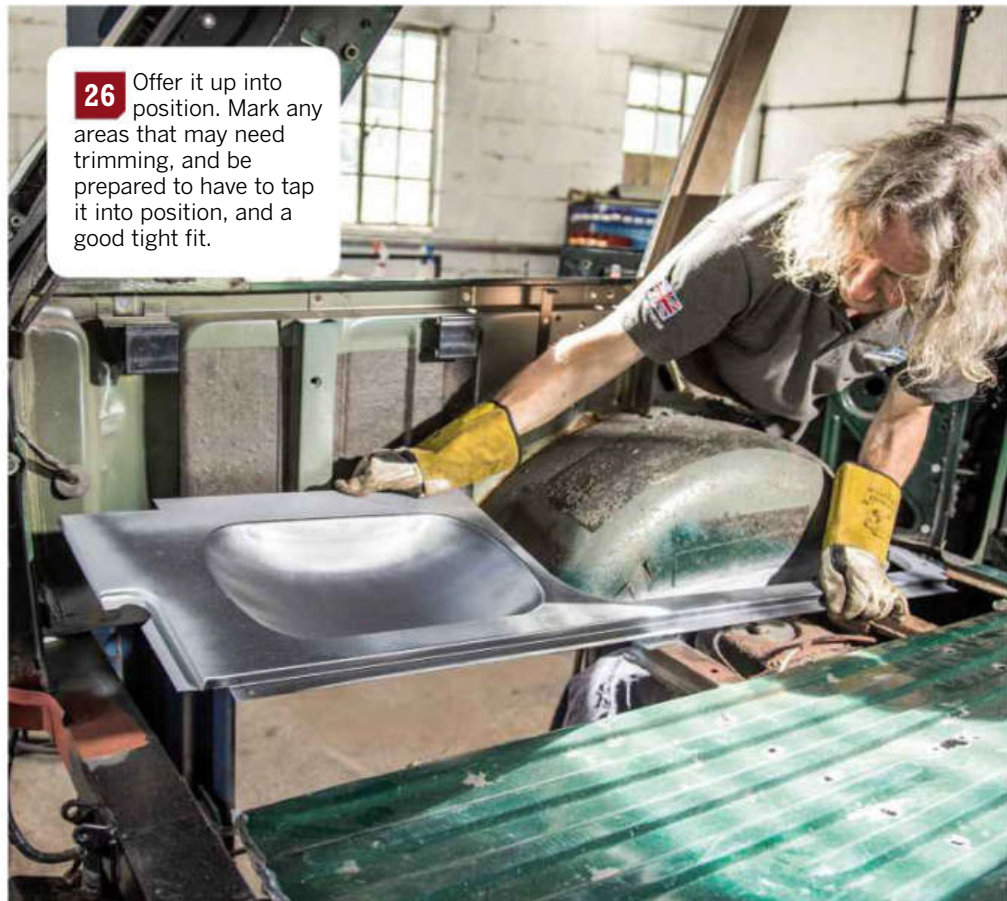
23 When happy, Steve recommends spraying Weld-Through primer on any bare metal to be joined – here using Upol's superb Weld #2.



24 On the new panel, clean the paint back to clean metal on all areas to be welded. Clean metal ensures the best weld joint.



25 Spray all bare areas with weld-through primer again, and the panel is now ready for a first trial fit into the vehicle.



26 Offer it up into position. Mark any areas that may need trimming, and be prepared to have to tap it into position, and a good tight fit.



27 When happy, clamp it into position along the lip with the wheelarch. Look everywhere, and check for fit, adjusting or clamping carefully.



28 This is what we want: a nice, tight fit, with minimal and even edge gaps front to back, meeting every face it needs to.



29 Hammer down any edges, such as these front panel edges. We'll be using the spot weld holes to fill in, fixing the panel in place.



30 Finally, we get to weld. Clamp on the earth nearby, and start at the back with an initial tack onto the crossmember.



31 When satisfied, Steve does a number of short runs along the edge, leaving time between for the panel to cool to avoid distortion.



32 Steve fills in all the spot weld holes with Puddle Welds; a larger tack, swirled around to fill in the hole with weld.



33 This is what you should have. Nice, domed welds, that obviously join the two panels together, with a consistent appearance.



34 Under the wheelarch, work around, puddle welding each drilled out spot weld in turn. Remember to allow time for heat to dissipate.



35 The final result. A nice, new panel, free from distortion, with an even edge appearance. If it doesn't look like this, then drill out the welds, and try again.



36 The welds are nice, but for the best finish, use a finger sander to take the tops off the welds – known as 'dressing the welds'.



37 Kingsley apply seam sealer on panels when the vehicle is in the paint shop, but for now, zinc rich primer is painted on all bare metal.

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2010 LAND ROVER DEFENDER 90 CLASSIC EDITION STATION WAGON TDCI



Covered 23,800 miles. Finished in Metallic Silver with a matt Black wrapped roof, 18 inch Metallic Grey alloy wheels, front grill, light surrounds and door mirrors. Gloss Black side steps, Rear step. Gloss black rear bumper. Sun protection glass. Electric windows. Central locking. Full service history, and will come with 12 months MOT and a service. £22,995

2009 LAND ROVER DEFENDER 90 COUNTY HARD TOP TDCI LTD EDITION



In excellent condition finished in stunning Stormaway Grey Metallic with Black interior, Heated seats, Black 16 inch Boost alloy wheels with 30mm wheel spacers, Front bumper with LED day time running lights, LED clear light package with SVX clear head lamps. Price includes 3499 of vat which you can reclaim if you are vat registered. Will be serviced prior to collection. Only 225 pounds per year road tax. Only 32,000 miles. £17,495 + VAT

2009 LAND ROVER DEFENDER 110 XS SW 7 SEATS NO VAT



In excellent condition finished in stunning Santorini Black metallic with black half leather interior, Front bumper with LED day time running lights, Brunel front grill and light surrounds, Air conditioning, Heated seats, Heated windscreens front and rear, Rear and side steps, 32,000 miles. Will come with 3 months warranty, NO VAT and NO HIDDEN CHARGES. £20,795

2010 LAND ROVER DEFENDER 90 XS SW SWB



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DISCOVERY 2 TD5

2001, Discovery 2 Td5 Adventure, 7 seater, manual, MOT Feb 16, taxed to get you home, runs great does have the odd dink or scratch around the body, the front sunroof needs a new seal as usual, the interior is 2 tone leather in superb condition and the old truck benefits from dual climate control, decent sound system and a towbar, 122,000 miles, £1,800, Bradford, 07963552641



SERIES III

1963 tax exempt Series 3, rebuilt on a new military chassis 3 years ago, it has about 6 month mot, daily driver, new set of lights, the rear load area has ply board covered with black carpet and load area carpet, it comes with 2 new bench seat from britpart they are still on box, there is one small area of rust on the drivers side foot well, test drive all welcome, I am after £1,600 ONO, Banbury, 07975 971459



SERIES III

1982 Series III, SWB, petrol, 88,000 miles, 12 month MOT, new brake cylinders, one owner 30 years, FSH, many new parts, good condition, priced to sell, not being used, £2,100, Ipswich, 01473 311665

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199 Discovery II Td5 ES, full-leather cream interior in good condition, cruise control, electric windows, mirrors and seats all working, front heated seats (drivers element not working, new one included), Aux-in converter fitted to CD player input, runs fine, starts very well, has been daily driven with light off-roading, Active Cornering Enhancement (ACE) and rear air suspension fully working, no leaks. General Grabber AT 2 all-terrain tyres (plenty of tread, spare is new unused), detachable towcar with dual-electrics, electric fan replacement fitted, new battery, many worn parts recently replaced! has no leaks! no service history prior to 2013, many parts invoices since then, bodywork a bit scruffy, 195,000 miles, 2 previous owners. MOT until Jan 2016, £2,000, Warwick, 07740357078



DEFENDER 90 TDI 200

1987 Defender 90 Tdi 200, bronze green, good condition, very reliable, 175,000 miles, new MOT and full service history since I acquired the vehicle in July 1989, genuine Tdi 200 engine from Land Rover, have receipts, had full head lining fitted, had steering stone guard fitted and diff guard, changed oil regularly every 3,000 miles, new clutch fitted, new genuine Land Rover steering box fitted approx 5 months ago, new fuel tank fitted 3 years ago, new heater matrix, new battery, Michelin tyres with a spare wheel on back door, bull bar, tow bar, mud flaps, rear bumpers, rear bench seat, wooden tool box fitted, high lift jack, extra interior lights back and front, ignition cut out switch, 4 reversing lights, lots of receipts, no text messages please, £2,995, Mitcham, 07563661075



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DISCOVERY 1 AUTO

1996 Discovery 300tdi Auto, 150,000 miles, new MOT, no advisories, recent new head gasket, cam belt change at 132,000, new brake master cylinder, all welding done (inner wings, sills and end plates, A+B pillars, boot floor patches, reasonably tidy, £1,495, Knebworth, 07792764420

SERIES I 88

1952 Series I 88, non runner, 4,000 miles, not been on the road for 20 years this is a barn find, all original, £2,000, Chulmleigh, 07424209011

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DEFENDER 90 PROJECT

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DEFENDER 90

1991 Defender 90 with refurbished 2.5 litre diesel 300tdi engine on original LT77 gearbox, 197,126 miles, new discs, pads, drums and shoes all round, new fuel tank, lift pump, timing belt changed 196,000 miles, acoustic matting to front, new lock box, sunroof, towing points, roof rack and ladder, new rear and side steps, LT265/75 R16 Endure tyres on white rims on spacers, original alloys and tyres also available, good body work and chassis for age, MOT Dec 2015, £3,680, Brighton, 07974865856



SERIES III 109 LWB

1980 Series III 109 LWB ex-Operation Granby - was in Iraq in the first Gulf War, has a fully reconditioned and rebuilt gearbox which has only a couple of hundred miles on it. Total mileage less than 15,000! Floors primed and painted, brand new rear cross member, solid chassis, five good tyres, non-military bonnet (spare tyre is fitted in the back to improve visibility and weight distribution), new front mud flaps and steering box cover, new brakes, the 2.25 litre petrol engine has been recently overhauled, including distributor/coil/pump and an oil change, Weber carb, brand new FFR canvas top, Pioneer kit fitted at the back, recon standard slab seats front and rear, front has 3 seat belts fitted, new dash top, fuel system is a single 45-litre fuel tank - all the plumbing is there for the original military second fuel tank, centre seat storage/cubby box, Military tow hook, MOT March 16, 15,000 miles, £4,850, Moffat, 07930131274



EX MOD 90 SOFT TOP

1986, 90 soft top, great example, strong reliable truck which I've had great pleasure driving, excellent tyres, chassis welded and new plates last year, battery under a year old, 131,000 miles, sensible offers considered, £4,400, Leeds, 07891402610

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2005 Stunning Sport Freelander, 80,000 miles, full service history, last full service at Land Rover garage in October 2014 £500), cream leather upholstery, cream leather sporty steering wheel, electric windows, roof rack, CD Player/radio, airbags, tinted glass, new front tyres, £4,200, Potters Bar, 07792297789

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1985 Defender 110, very good condition, much loved, well cared for, chassis up rebuild totally straight body off panel by panel respray, tuned V8 with certified LPG conversion, modular wheels with good innsaturo 235/85/ R16 tyres (spare unused), reason for sale Wife wont drive her says its too big & powerful, Mot till September, £4,200, Scotland, 07761819706



EX MOD 90 DEFENDER

2002 ex military 90, 114,000 miles, well maintained with many new parts fitted, snorkel and winterised, very good runner, £3,000, Bracknell, 07801855087



SERIES III 88

1980 Series III 88" Station Wagon, Safari Roof, petrol, 22,472 miles, MOT March 2016, used regularly, fair condition, new carburetor, brakes overhauled, new speedometer, just serviced, part service history, £3,750, Burgess Hill, 07753 309896



DISCOVERY TD5 GS AUTOMATIC

1999 Discovery Td5 GS in good condition, 140,000 miles with documented service history, MOT April 2016, two former keepers, this vehicle has had a fully re conditioned gearbox fitted, 30% bigger Inter Cooler, ECU re map, two new rear hubs and one front hub in May 2015, new master cylinder and brakes pads and discs (vented and grooved fitted 2014), Goodyear Wrangler tyres, inspection and test drive welcome, £3,995, Swindon, 07799801769



FREELANDER TD4

My 2005 Freelander Td4 is for sale and you are very welcome to come and inspect and have a test drive, extensive service records and old MOT certificates, serviced and Mot until end of May 2016, usual features eg air con, alloys, glass sunroofs etc, extras - side steps, DAB/CD player, important maintenance completed - new VCU (Jan 2015), new fuel pump (June 2014), new clutch (Jan 2013 at 88K), 2 keys, good condition, you are welcome to call me and chat about the car, any inspection is welcomed, the car is in Farnham, 106,000 miles, £3995, 07956248312

DORMOBILE 109

1963 Dormobile 109 restoration project, petrol with V5, £2950, Kidderminster, 07811681316

£5000 - £9999



DEFENDER 90

1987 EX MoD 2.5 n/a diesel, soft top, new timing belt, exhaust etc, tow bar, good condition and good tyres, runs well, MOT 11 months with no advisories, tax 5 months, £5200, Aberdeenshire, 01261 851717

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DEFENDER 90 RAG TOP

This is my 1993 Defender 200 tdi. This is a very tidy much loved truck but has to go due to family changes. It has loads of upgrades spot lights, hydraulic front winch, roof bars, snorkel, Rear seats new doors and much more. Vehicle will have a new mot on it for sale, 101,034 miles, £7,000, Rugby, 07815065329



RANGE ROVER VOGUE LSE

1994, Range Rover Vogue LSE, last of the hard dash and as such, proper Range Rover Classics. Body has never been welded but is a bit scruffy, 72,000 miles, have run it weekly since, everything works except the drivers seat heater, and the aircon doesn't blow cold, it's still on air suspension as well, it has MOT'd every time with virtually no work, however it had a full brake rebuild about 18 months ago with new callipers, discs and pads, the exhaust is a full stainless tubular system including manifolds, same noise level as original, Plymouth Blue with brown leather, OIRO £5500, Warwick, 07818403416



DEFENDER 90

1995 Defender 90 300tdi, galvanised chassis, 70,000 miles, included are h/d rims + 265/75 General Grabber MT tyres, winch bumper, adjustable Witter towbar, unusually low mileage, ex National Trust prior to fitting galvanised Richards Chassis, with good 300tdi, R380 gearbox, etc, could convert to hardtop if required, delivery can be arranged by agreement, £6950, Killinchy, David 07767 443447 or 02897542733



EX ARMY WINTERIZED DEFENDER

1991 ex-Army winterized long wheel-base Defender, for sale due to the owner leaving the country, customized and set up for off-roading and as an expedition vehicle, the heating system that runs off the engine cooling system is still present, and the additional work performed on the vehicle by various owners includes TGV 2.8 engine, K&N air filter, uprated suspension, ARB compressor with ARB front and rear pneumatic axle diff lockers, along with uprated axles and Wolf rims, The chassis has been protected with waxoyl, full history of work performed The vehicle is currently in secure storage near Cambridge, so contact the owner in order to view the vehicle, MOT'd in July and road legal, £9,000, Cambridge, 07700088283



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RANGEROVER TD6

2003 Range Rover TD6 Vogue, dark blue, 120,000 miles, very well serviced, recon gearbox fitted, MOT tested until Jan 16, very good all round condition, £5950, Holyhead, 01407 762062

RANGEROVER VOGUE

2003 Range Rover 3.0 TD Vogue diesel, 134,000 miles, auto, full service history, excellent bodywork, Epsom Green, unmarked leather upholstery, sat nav, sunroof, in car entertainment, electric seats, heated seats, computer, cruise control, £6495, Sittingbourne, 07740950074

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DEFENDER 90 SVX SOFT TOP

1990 Defender 90 SVX styled soft top, this nut and bolt ground up rebuild (Photo) and a real head turner, the chassis has been shot blasted and undersealed and fitted with gas shocks all round, 30mm wheel spacers have been added to take original SVX alloy wheels, refitted with a fully serviced 200Tdi "Gold Seal" engine with silicone pipes and electric fan conversion, it has a Puma style bonnet, SVX style sport seats, military roll cage, NAS rear half door on a newer style walk through rear tub tank conversion, many other new parts inc wing panels and doors and halo LED headlamps with SVX grill and new stereo etc, straight vehicle, 12 Months MOT, £9,450, South Witham, 07531949273



DEFENDER 90

1995 Defender 90, lovely original condition inside and out, solid chassis, well looked after, always garaged, only 60,000 miles, recent service and mot, any questions please ask, £7,495, Pembrokeshire, 07733417842

RANGEROVER VOGUE SE

1990 Range Rover Vogue SE, Plymouth Blue on SORN, low mileage 36,865, garaged, automatic, four door, one owner from new, £9,000, Gloucestershire, 01453 549520



DEFENDER 130 TD5

2000, here is a Defender 130 TD5, Nene Overland pick up, 6 seater crew cab, 143,000 miles, MOT Feb 16, its clean and presentable with a very clean interior, the Nene Overland aluminium drop side body measures width 1.88m/ 6'2" X length 1.73m/ 5'8", few minor advisories on MOT, slight play in ball joints, anti-roll bar worn and rear shock absorber pivots slightly worn, currently taxed with full V5 logbook present and has many old MOTs, it starts first turn of the key and drives ok to me, recent new rear tyres, adjustable ball and pin tow bar, there is a bit of rust on the cab just below the passenger's side of the windscreen, please feel free to come and view it, £7400, Hayes, 07728410309

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DISCOVERY 3 TDV6

2006 56 plate S model, 7 seater, auto, 121,000 miles, leather heated seats, taxed and mot to October 15, towing electrics, new front discs and pads, privacy glass, FSH, great condition - a well loved family car, £8,000, Hull, 07831261487



DEFENDER 90 300 TDI 7SEATER PANORAMIC WINDOWS

1998 Land Rover 90, 1998 S registration, 121,000, good service history, been cam-belted, MOT Nov, 7 seater cloth, new Mach5 wheels with cooper discoverer STT, panoramic windows with openers, bulkhead been wax oiled inside so will not rot, Kenwood stereo, x3 steps, XS front grille (genuine), clear front indicator lenses, Brighton, £7,500, 07831582211



RANGE ROVER

1979 Range Rover, this car is in Holland with a Dutch MOT until April 2016, Green with a V8 petrol engine in good condition with 62,000 Km on the clock, the car is in regular use, all panels and underneath in very good condition, £6,500, Holland, 0031653154935 or 0044795077448



DEFENDER 90 SVX STYLED SOFT TOP

An amazing-looking Defender 90 SVX styled soft top, this nut and bolt ground up rebuild (Photo diary kept on its journey) is a real head turner, the chassis has been shot blasted and under sealed and fitted with gas shocks all round, 30mm wheel spacers have been added to take original SVX alloy wheels, the dash clock mileage would not be completely accurate as it has been refitted with a fully serviced 200Tdi "Gold Seal" engine (new cambelt, clutch and filters) with silicone pipes and electric fan conversion, it has a Puma style bonnet, SVX style sport seats, military roll cage, NAS rear half door on a newer style walk through rear tub (diesel filler cap at rear) tank conversion, many other new parts inc wing panels and doors and halo LED headlamps with SVX grill and new stereo etc, straight vehicle, straight out of the paint shop and ready for the summer! (12 Months MOT), £8,800, South Witham, 07531 949273



DEFENDER 90 300 TDI

1995 Defender 90 on a 300Tdi galvanised chassis, with just 70,000 miles on the clock. Included in the sale are h/d rims + 265/75 General Grabber MT tyres, winch bumper, adjustable Witter towbar. Unusually low mileage, this was an ex-National Trust vehicle prior to fitting galvanised Richards Chassis, with good 300Tdi engine, R380 gearbox, etc, could convert to hard top if required, delivery can be arranged by agreement, £6950, Killinchy
Tel: 07767 443447 or 028 97 542733



RANGE ROVER VOGUE LSE

1994 Range Rover Vogue LSE, last of the hard dash and as such, proper Range Rover Classics, body has never been welded but is a bit scruffy, 72,000 miles, I bought it with 58,000 miles on 5 years ago and have run it weekly since, everything works except the driver's seat heater, and the air con doesn't blow cold, it's still on air suspension as well, it has MOT'd every time with virtually no work, however it had a full brake rebuild about 18 months ago with new calipers, discs and pads, the exhaust is a full stainless tubular system including manifolds, same noise level as original, Plymouth Blue with brown leather, OIRO £5,500, Warwick, 07818403416



EXMOD 110 GSS SOFT TOP

1987 Ex MoD soft top, excellent condition, Mot July 2016, no advisories on MoT, MoD recon engine 2010, one owner after MoD, 8 side facing bench seat in rear, 2 in front, very original straight out of Army condition, will be sad to see go, but need to thin down collection!, £5,500, Stowmarket, 07867847567



DEFENDER 90 PICKUP

For sale is my Land Rover 90 Pickup, registered in December 1987, it has a 300Tdi and R380 retro-fitted by the previous owner (V5c up-to-date, it has an MOT until May 2016, and has just over 122,000 miles, I've spent many hours working my way through the chassis, cutting out all traces of rust and replacing sections where needed, and have also given it mechanical service top-to-bottom including all new wheel bearings, new front brakes (callipers, discs and pads) and rear pads, a new timing belt (inc. idler and pulley), and many other items, of course it's not perfect, a small amount of rust on the bulkhead, it also has some tears to the vinyl seat covers, and a repaired chip on the windscreen, it is for sale at £5,250 ono, and is available for viewing in Bath, 07595445961

DEFENDER 90 RAG TOP

This is my 1993 Defender 200 Tdi rag top, this is a very tidy much loved truck but has to go due to family changes, it has loads of upgrades spot lights, hydraulic front winch, roof bars, snorkel, rear seats new doors and much more, 101,034 miles, vehicle will have a new mot on it for sale, £7,000, Rugby, 07815065329



DEFENDER 90 COUNTY

2002 Defender 90 County, 92,000 miles, metallic blue, tinted electric windows, Stage II tuned, stainless steel exhaust, OME struts, chequer plate, tow bar, Terrafirma steering guard, LED rear lights & indicators, KBX vents and grille, service history, MOT until Oct 15, manual sunroof, leather seats, folding rear seats, 16" alloys, central locking, lockable storage box, immobiliser, £9,995, Maidstone, 07775733954



DEFENDER 110

2002 Defender 110, starts on the button every time without fail, engine and running gear is all A1, has MOT until May 2016 (passed with only one advisory being rear brake pads low this has since been done), it has covered 130k miles (10k a year), the genuine boost alloy wheels where professionally refurbished about a month ago in satin black and had brand new all terrain tyres fitted at the same time, it has a new Mantec snorkel fitted, there is also 30mm spacers fitted to give it a bit of a chunkier stance, sits really well, if you want a clean, tidy, straight, mechanically sound, honest Land Rover look no further, I can also email you any more pics you may want and I even have a video of it running that I could send if you would like to see that before coming if you were travelling a long distance, any inspection welcome, any questions 07795902951 (text if before 5pm call any time after and I will answer any questions I can) or Steve on 07838393549, Wirral, cash on collection and please no silly offers, price dropped to £6,200



DEFENDER 110 COUNTY

1990 Defender 110, 2.5 TD, 193,000 miles, newly resprayed Zanzibar Copper with Graphite Grey roof, bonnet & accessories, solid chassis (undersealed), solid bulkhead, solid doors, just spent £2000 restoring, new carpets throughout, privacy glass, interior immaculate, power steering, 4 x General Grabber Tyres (as new), just serviced, some history, £6,500, Dunfermline, 07739952662

DISCOVERY 2 LANDMARK

This is one of the best 2004 Discovery Landmark around with a good wax oiled chassis (lots of photos) 3 owners everything works as it should, 83,943 miles, service history partly done by the last owner who was an engineer, if your looking for a Land Rover that's in good condition and reliable you will best describe it yourself if you come and see it, £7,500, Bishop Auckland, 07971963770

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'LAND ROVER'



EX MOD 90 SOFT TOP

1987 EX MoD 2.5 n/a diesel, soft top, new timing belt, exhaust etc, tow bar, good condition and good tyres, runs well, MOT 11 months with no advisories, tax 5 months, £5,200, Aberdeenshire, 01261 851717



DEFENDER 110 TDI

1999 Defender 110 Tdi, 2495 cc long wheel base, 12 months mot, full service history, good condition, 84,343 miles, £6,500, Stoke on Trent, 01782680465 07951420408

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FREELANDER 2.2 TD4

2012 Freelander 2, 2.2 Td4 GS, 5 door 4WD, 1 previous owner, full service history, 20,193 miles, very low mileage, MoT, plenty of grip left on the tyres, slight scuff to and paint scratch to rear bumper otherwise in very good condition, standard features include: cruise control, electric mirrors, heated mirrors, electric windows front and rear, seat height adjustment, climate control, power steering, steering adjustment reach and rake, heated seats, power folding mirror, CD/MP3 CD MP3/iPod connection, alloy wheels, front fog-lights, split/fold seats, Bluetooth, driver passenger and side airbags, ABS, traction control, rear parking sensor, £15,300, Cirencester, 07875238746



DEFENDER TD5 110 COUNTY

2004 Defender 110 County TD5 tuned 110 County with GKN overdrive, metallic grey, 98,500 miles, stainless exhaust, EGR removed, silicon hoses. GKN overdrive (26% reduction in gear ratio) makes motorway driving bearable, TDCI bonnet and 7 seat configuration, remote central locking, T-max split charge battery's, sat nav/reverse camera/cd, tree sliders, anti roll, recent wax oil, roof rack, extensive sound dampening and rubber mats, electric windows and heated rear and mirrors, heated washer jets (great on ice/snow), front seat covers, 2000w inverter off second battery in boot, removable steering wheel (great security), bull bar with spots, upgraded grill, DRL's and LED's throughout. Full under car protection, checker plate protection, rear corner bumpers, tinted windows, Halifax, £13,000, 07798903649

DEFENDER 110 TD5 2.5 COUNTY

2002 Defender 110 County Station Wagon, 95,500 miles, good condition inside and out, includes side runners, air conditioning, tow pack and power, front offroad suspension protector plate, chequer plate on bonnet / wing tops, rear spot and cubby box. Recent spend in excess of £1,500 including brand new General Grabber AT tyres all round, new exhaust, brakes, recon clutch, and other work in last few months evidenced with paper work. PLEASE NOTE - The roof rack and ladder are not being sold with vehicle, 5+ owners, next MOT due Jan 2016, part service history, 9 seats, £10,990, Eastbourne, 07957158096

RANGE ROVER SPORT

I'm selling my Range Rover Sport 2006 2.7TD HSE in black fully loaded, car runs well, 131,800 miles, 6 months MOT remaining, interior includes sat nav, dual zone climate control, air conditioning, heated front and rear full cream leather seats, cruise

control, Harmon Kardon sound system speakers, 6 CD changer, aux input, electric windows front and rear, electric folding mirrors, electric memory seats, steering wheel controls, exterior includes 19 inch multi spoke alloy wheels, side steps, colour coded, front fog lights, Xenon headlights, tinted rear lights, paintwork in good condition for age and mileage, £11,750, Bradford, 07468577178

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DEFENDER 90 XS TDCI 2.4 ESTATE

Much loved and cherished Defender 90 TDCi 2.4 XS Station Wagon in dark metallic blue. One owner from new, no off road driving, very light use, and mileage is genuine 22,450 miles, in excellent condition, manual tilt sunroof, new Land Rover side steps just fitted, tubular A Bar with Hella driving lights (activate with full beam), high level rear LED stop/tail/indicator lights, LED worklight, refurbished front seats (Exmoor Trim), towbar and twin electrics, brand new heated windscreen, a couple of very minor scratches, otherwise excellent, original tyres and battery in good condition, this is a great example of the icon, no silly bids please or time wasters, sensible offers considered, 1 owner, Next MOT due Mar 2016, full service history, electric windows, air conditioning, CD player, leather trim, heated seats, folding rear seats, metallic paint, alloy wheels, spare wheel (full), traction control, central locking, alarm, immobiliser. 4 seats, blue, £18,500 ono, Northumberland, 07981 069177



DEFENDER 90 TD5

2002 Defender 90 TD5, 101,500 miles, 6 seats, just passed its MOT and recently had lots of work done to it, 5 new injectors, new oil filter, new fuel filter, spotless interior and very good exterior, brand new cubby box and pedal lock, new brakes were fitted during the MOT, ECU re-map, £11,995, Ashford, 01233 860443



DEFENDER 110 XS STATION WAGON

2008 2.4 TDCi, 7
Seats, A/C, C/L, E/W,
Santorini Black, Black
1/2 leather, Boost
Alloys, Side steps,
Carpets thru out

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CUSTOMISED DEFENDER 110 DOUBLE CAB

2012 Defender customised by Urban Truck, double cab pickup up 110 XS 2.2 TDCI 6 Speed in Santorini Black, 35,000 miles, 2 previous owner including myself, Land Rover warranty till Jan 2016, full service history, 18" matt anthracite alloy wheels in perfect condition with BFG all terrain tyres and Urban Truck centre caps, Mantec snorkel, raised air intake, KBX premium grille, KBX light surrounds, KBX high force bonnet vents, snow guard, chequer plate internal tail gate kit, LED light pack, twisted daytime running led light front bumper, Momo leather steering wheel, checkered/steel tubed side steps, heated uprated high back half leather seats, heated front windscreen, electric front windows and remote central locking (2 keys & 2 phobs), A/C, ABS, T/C, body coloured roof & wheel arches, tinted rear privacy glass, adjustable tow bar pack with electrics and lock, Dashcam 360 degree panoramic HD Car DVR driving recorder with motion detection and rear view camera, Alpine audio CD/Radio/iPod with bluetooth-hands free, possible part exchange, £27,000, Winchester, 07870 660046



DEFENDER 90 TD5 TRUCK CAB

2000, Defender 90, I'm selling my much loved Defender 90 Bespoke Truck Cab in Santorini Black rebuilt in 2012 with no expenses spared, powder coated chassis, powder coated excels, new brakes, new Terrafirma suspension, new body panels including the new style bonnet, SVX Style role cage, side steps, full stainless steel exhaust, up graded intercooler, upgraded Terrafirma steering damper, plug in chip from Twisted, 20" Range Rover Sport wheels, new XS half leather heated seats, new roof lining, LED light Bar worth £500. The tub has a custom built pull out lockable draw for storage. Since the rebuild the truck has had its chassis wax oiled every year for extra protection. I have full documented history of the rebuild including all receipts and hundreds of pictures. The Truck has also been fitted with alarm/ immobiliser, remote central locking and tracker. It comes with 12 months MoT. This is a one off truck that really looks the part, and unlike some rebuilds it was done to a very high specification and standard by Land Rover enthusiasts, £15,000, Halifax, 07866904928



DEFENDER 110 TOMB RAIDER

December 2001 Genuine Defender 110 Tomb Raider TD5 in Grey, it has had 2 owners previous to myself (one of those for only 8 Weeks, was given Company Car), I have owned and maintained this Tomb Raider since 2006 and it has a genuine 65,600 miles on the clock, never been off road, just Mot'd till 29th July 2016 and garage serviced so is ready to go, had a genuine Chris Parkinson before 'n' after waxoyl chassis treatment in 2007 (<http://www.before-n-after.co.uk/>), also recently had new tyres, rear cross member and Exmoor trim leather front seats, the wheels were refurbished June 2015 so look as new, no canvassers genuine buyers only, £13,995, Mannington, 07971952199



DEFENDER 90 TD5

2003 Defender 90 TD5 XS, 88,250 miles, MOT, professionally converted/ maintained, Waxoyled, 2" lift, ARB lockers, compressor, split charge, 3 sets wheels/ tyres inc. Stazworks beadlock with Simex 35" tyres; Warn 8724, full roll cage, sliders, loads more extras, £11,500, Burgess Hill, 07793 823810



DEFENDER 127

A 1989 ex raf crash rescue defender 127 v8 petrol with twin carbs. She has only had 3 owners firstly mod then on to I Jackson and Co for conversion then onto the ambulance charity that have now decided to de fleet the vehicle. As you can imagine she has been well maintained although due to the nature of the owners involved the is no proof of history. She has just had new rear shoes and cylinders for the mot which passed 23/07/15. Starts and drives beautifully with a lovely roar from the v8 working fuel fired heater in the rear. Some tlc will see this machine back on top form the price reflects the need for time and effort required to make her 100%. The vehicle is based in Epsom, Surrey. All the paperwork is in order for the vehicle so export is not a problem, 43,260 miles, £13,000, Epsom, 07810634161



DEFENDER 90 TD5

2002 Defender 90, 2.5i TD5 Diesel, RHD, Manual, Blue, 111,000 miles, alloy wheels, bullbar, front light guards, sump guard, anodised chequer-plate, side steps, snorkel, NAS rear step bumper with tow bar, ECU remap, stainless steel exhaust, Land Rover rubber load liner, Land Rover rubber front moulded mats, Land Rover leather steering wheel, cubbybox & cupholders, dog guard, recent work: flywheel & clutch, crankshaft damper pulley, idler pulley, serpentine belt, brake calipers & pads, bumper & snorkel powder-coated, Waxoyled May '14, MOT due October, happy to put through for genuine buyer, £10,750, Salisbury, 07775331229

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DEFENDER 110 CREWCAB

2003 Defender 110 TD5 Crewcab in mint condition, no corrosion, 4 new tyres, electric windows, central locking, factory bulkhead, fully serviced, many extras, 110,000 miles, £12,500, Ballyforan, Ireland, 00353868767669



DEFENDER 90

2001 Defender X-Tech SE.108.123 miles, full Exmoor soft top conversion, full roll cage, Janspeed side exit exhaust, KBX grill, spots, LED light pack, Twisted DRL bumper, 20" stormer alloys(Black), full checker plate & wing tops in black, fully lined with checker plate, swing rear door, stereo, good history, locally owned last 10 years, 10 months MOT, new fuel filter & housing, injection wiring harness & service, upgraded suspension & wax oiled, X90TEC plate worth £1200, please call for more info £12,000 ono, Worcester, 07545577889

FOR SALE

FRONT RUNNER SLIMLINE II ROOF RACK

Full cargo rack. To fit a Discovery 2. New and still in the box. This Slimline II rack kit contains the Slimline II tray (1425mm x 1964mm), six Gutter Mount legs and a Wind Deflector. Price £400. Email busheditor@gmail.com or tel 01234 881581.

TYRE

1 brand new Goodyear Wrangler M&S tyre, 255/60R18, used as spare, never been on road £20, 4 part worn General Grabber tyres no cuts or repairs, 255/55R19 £50 for all 4, buyer to collect, Norfolk, 07810715844

DISCOVERY 2 CHASSIS

Discovery 2 1999 rolling chassis with V5 logbook, complete TD5 engine, auto gearbox, axles, propshafts, fuel tank, Ace and air suspension, five 18-inch alloy with tyres, two as-new, two very good, chassis rusty at the rear, all in working order, £900, Chelmsford, 07788535957

DISCOVERY 2 FOR PARTS

Discovery TD5 1999, good engine, gearbox, tyres and body, no test, spares or repair, £475, Also Discovery 300Tdi Commercial breaking for parts. Berwickshire, 01361 850346

DEFENDER PARTS

Defender parts rear axle £45, windscreen and surround £25, seats £20, woodlined tub and hardtop (110) £60, fuel tank and guard (110) £20, pair dumb iron / front spring hanger repair parts (Series) £20, East Devon Tel 01404 46570

P38 LEATHER SEATS

Black leather for P38 front seats, Wolf parts rear winch basket (not a copy), Wolf rims by four safety devices 6 part Baltcable roll cage, Rochester, 07931857604

TENT

Tentipi 4 mtrs with deluxe ground sheet, log burner with flue bought April 2015 used 3 times cost £2500 will swap with cash adjustment, Rochester, 07931857604

CAMPER CABIN

Demountable camper cabin for sale, suitable for 110/130/HCPU., Hamburg, Germany, price 3900 Euros, email to jpasskiet@aol.com, 0049(0)42861365

PRIVATE PLATE

Private plate reg: M15 THD for sale on retention £240, 01368 862636

DOG GUARD

Dog Guard to fit Range Rover Vogue L322. Genuine RR product. £50 as new, Bury St Edmunds, 01284 811065

NUMBER PLATE HOLDER

Original drop-down number plate holder with 1 original light for a 1970s Range Rover Classic, £100 or near offer, including post and package, Holland, 0031653154935 or 0044795077448



DISCOVER A BARGAIN

Early Discovery 3 models are the best all-round buy thanks to road tax loophole

Story: Dave Phillips

THERE'S NEVER been a better time to buy a Discovery 3 – and the earlier the model the better, to take advantage of a loophole in road tax rules.

Discovery TDV6s built before March 23 2006 pay £290 per year in VED (vehicle excise duty) compared to the whopping £490 a year that owners of the same cars built after that date have to cough up.

It's all part of the complicated – and at times bewildering – rules on road tax drawn up by the Government. But it means that early Discovery 3s are an ever better bet when it comes to running costs.

We've trawled through the usual car adverts, online and in printed media, and found a tempting selection of private ads for early secondhand Discoverys for less than £5000 – some with less than 100,000 miles on the clock.

With a budget of £7000 you should be able to find a real cracker that's only done 70,000 or 80,000 miles.

As a result, many long-term owners of tired Discovery 1s are trading up straight to Discovery 3s and skipping the intervening Discovery 2 models. Although the second-generation Disco models are now fetching rock-bottom prices, they



have a reputation for serious chassis corrosion. And rust is virtually unheard-of in the Discovery 3.

Although the Disco 2 (built between 1998 and 2004) sits in the same road tax bracket as the early Disco 3s and has the popular Td5 diesel engine, the body shape is now looking dated.

On the other hand, the Discovery 3 shares the same distinctive body shape as the current Disco 4. And if you really want to make your Disco 3 look up to date, you can fit later lights and trim.

It's obvious that Discovery 3s are starting to get into the hands of



enthusiasts, as evidenced by the increasing numbers of modified models now to be seen on our roads and byways. All-terrain tyres, roof racks and even winches are popular bolt-ons to make your D3 stand out from the crowd.

The Discovery 3 and 4 are all-rounders that are happy on- and off-road, with the capacity for seven forward-facing seats or a Transit-sized load space with those seats folded flat. They are also the best tow cars, bar none.

If you're looking for the most versatile car on the planet, look no further than an early Discovery 3.



EARLY SERIES I

80" – 1948 TO 1953

THE ORIGINAL 80-inch Land-Rover is now a very valuable classic, with big prices for really good ones. Even barn-find derelicts fetch good money. The earlier and more original, the better. 1948-50 examples are the most sought-after, with pre-production and historic examples the most desirable. Post-1950 models offer the best value though. The Holy Grail of Land Rovers is the "lost" centre-steer prototype from 1947 – if it still exists, that is.

BUYER'S TIP: Join the Series I Club for parts and advice.

SPECIFICATIONS

1948-1951: 1.6-litre four-cylinder petrol, 55 bhp, 83 lb-ft torque. Four-speed manual, two-speed transfer box with permanent four-wheel drive (to 1950), later selectable.

1951-1953: 2-litre four-cylinder petrol engine, 52 bhp, 101 lb-ft.

PRICE GUIDE

Project: £2500 – £6500

Average: £6500 – £7200

Good: £7200 – £16,000

Excellent: £16,000 – £50,000+



LATER SERIES I

86", 107", 88", 109" – 1953 TO 1958

BETTER VALUE are the later Series Is. They are also more user-friendly as most of the inherent faults were ironed out over the years. The distinctive 107-inch Station Wagons, which look like they're built from giant Meccano, are extremely sought-after, and fetch good prices. The long wheelbase pick-ups represent very good value. Check any prospective purchase for rust – an inherent problem with all early (and many later!) Land Rovers.

BUYER'S TIP: Most driveable of the Series Is.

SPECIFICATIONS

2-litre four-cylinder petrol engine, 52 bhp, 101 lb-ft torque. Also, from 1957, 2-litre four-cylinder diesel, 52 bhp, 87 lb-ft torque. Four-speed manual, two-speed transfer box with selectable four-wheel drive.

PRICE GUIDE

Project: £2000 – £4000

Average: £4000 – £6500

Good: £6500 – £15,000

Excellent: £15,000 – £50,000+



SERIES II/SERIES IIA

88" AND 109" 1958 – 1971

IN 1958 the austere flat sides of the Series I were replaced by the more rounded Series II – the classic Land Rover shape you still see today in the Defender. Values of Series IIs are rising sharply – pre-1961 and MoT-exempt models especially. Some have been retro-fitted with Tdi engines, which help them keep up with modern traffic. A SII should be a good ride. If it isn't, check the leaf springs aren't badly rusted and seized.

BUYER'S TIP: Tax-exemption makes them very affordable.

SPECIFICATIONS

1958: 88s, diesels to 1961 and all transmissions same as Series I.

1958-1971: 2.25-litre four-cylinder petrol, 77 bhp, 124 lb-ft torque; 2.25-litre four-cylinder diesel, 62 bhp, 103 lb-ft torque. **1967-1971** (109 only): 2.6-litre six-cylinder petrol, 81 bhp, 132 lb-ft torque.

PRICE GUIDE

Project: £900 – £2200

Average: £2200 – £3800

Good: £3800 – £6000

Excellent: £6000 – £14,000



SERIES III

88" AND 109" 1971 – 1985

THERE'S NO such thing as a cheap and cheerful Series III any more, but IIIs still make affordable restoration projects, as parts are reasonably priced and readily available. The simplicity of the design makes them ideal for the home mechanic. Tidy originals command higher prices. The Stage One V8 is particularly sought-after, the ultra-rare short wheelbase version even more so. Look after your Series III and it will hold its value.

BUYER'S TIP: Affordable classic with parts still plentiful.

SPECIFICATIONS

2.25 petrol/diesel and transmissions as Series IIA, 2.6 six-cylinder produced up to 1979.

1979-1985 Stage One V8 (109 only): 3.5-litre V8 petrol, 91 bhp, 166 lb-ft torque. LT95 four-speed manual with permanent 4WD.

PRICE GUIDE

Project: £700 – £2100

Average: £2100 – £3600

Good: £3600 – £6000

Excellent: £6000 – £14,000



MILITARY LIGHTWEIGHT

88" SERIES II AND SIII 1968 – 1984

THE NO-NONSENSE version of the Series Land Rover, built for the armed forces. In 1972 the military Series III got the same mechanical upgrades as the civilian model, including a five-bearing petrol engine and improved gearbox with synchromesh on all forward gears, as well as an alternator to replace the old dynamo. Today, Lightweights are in high demand with enthusiasts, so expect good ones to fetch serious money.

BUYER'S TIP: They're cold, draughty – and huge fun!

SPECIFICATIONS

2.25 petrol engines and transmissions as for Series IIA and Series III

PRICE GUIDE

Project: £1200 – £2500

Average: £2500 – £6000

Good: £6000 – £8000

Excellent: £8000 – £18,000



RANGE ROVER 1 (CLASSIC)

1970 TO 1996

EARLY THREE-DOOR examples command serious money and rarity, together with classic car collectors, are pushing prices up even further. But rust is the biggest enemy and steel body panels are getting difficult to source. V8s are expensive to run, but the later Tdi diesels are reasonably frugal. Later models certainly represent the best value and prices are rising, with high-spec versions like the Vogue SE or 4.2 LSE probably the most desirable.

BUYER'S TIP: Becoming cult classics, with prices to match.

SPECIFICATIONS

1971-1983: 3.5-litre V8, 125 bhp, 185 lb-ft torque. **1986-on** 3.5 EFI: 165 bhp, 206 lb-ft. **1989-1996:** 3.9 EFI V8, 185 bhp, 235 lb-ft or 4.2, 200 bhp. **1986-1992:** 2.4 VM turbo diesel, 112 bhp, 183 lb-ft, later 119 bhp 2.5.

PRICE GUIDE

Project: £1800 – £3100
Average: £3100 – £5200
Good: £5200 – £7500
Excellent: £7500 – £100,000+



FORWARD CONTROLS

SERIES IIA, IIB – 1962 TO 1972; 101 – 1972 TO 1978

THE SERIES IIA and IIB models were aimed at the civilian market: big capacity payloads for farmers and builders, but blighted by under-powered 2.6-litre six-cylinder petrol engines. The later 101 Forward Control – a big beast in every respect – was a no-nonsense military gun tractor with typical V8 petrol thirst. Some parts can be pretty hard to find, but there is fantastic back-up from clubs, with loads of fellow enthusiasts. But do you have the room on your drive?

BUYER'S TIP: Expensive to run – and buy.

SPECIFICATIONS

SIIA/IIB: 2.6-litre six-cylinder petrol, 81 bhp, 132 lb-ft torque. **101:** 3.5-litre V8 petrol, 128 bhp, 185 lb-ft torque. Four-speed LT95 gearbox with permanent four-wheel drive.

PRICE GUIDE

Project: £2400 – £3800
Average: £3800 – £5400
Good: £5400 – £8100
Excellent: £8100 – £17,000



NINETY/ONE TEN

1983 TO 1990

THE VERY first of the coil-sprung utilities still retained the 2.25 engines from the outgoing Series III, but they were soon replaced by 2.5 units, plus an 85 bhp turbodiesel in 1986. Many are now retro-fitted with later Tdi engines. If not looked after, they are prone to rust, but good ones defy the years and continue to perform, and there's no shortage of spares. Prices are rising – not least because those over 25 years old ones can be legally exported to the USA.

BUYER'S TIP: If you find a good one, snap it up.

SPECIFICATIONS

1983-1985: Engines as Series III/ Stage One V8. LT77 five-speed fitted to four-cylinder models. **1985-1990:** 2.5-litre petrol, 80 bhp, 129 lb-ft torque; 2.5 diesel, 68 bhp, 113 lb-ft; 3.5 V8 petrol, 113 bhp, 185 lb-ft, 134 bhp from 1986. LT85 five-speed fitted to V8 models.

PRICE GUIDE

Project: £1600 – £2900
Average: £2900 – £4100
Good: £4100 – £6100
Excellent: £6100 – £13,000



DISCOVERY 1

200TDI/300TDI/V8 – 1990 TO 1998

LAND ROVERS don't have to be expensive. If you're looking for a deal, the Disco 1 is very affordable. It is a capable off-road and refined too, but rust is a massive problem. Of course if you're handy with a welder, there's nothing that can't be sorted. Check out the floor, sills and inner wings. If regularly serviced 200Tdis and 300Tdi engines are pretty bulletproof. Prices starting to rise now as collectors snap up good early examples.

BUYER'S TIP: Getting rarer, but still good ones out there.

SPECIFICATIONS

200Tdi: 1989-1994. 2.5-litre turbo diesel. 111 bhp, 195 lb-ft torque. LT77S five-speed transmission. **300Tdi.** 1994-1998. 2.5-litre turbo diesel. 111 bhp, 195 lb-ft torque. R380 five-speed transmission. V8s as Range Rover Classic.

PRICE GUIDE

Project/trade: £300 – £800
Average: £800 – £2300
Good: £2300 – £3900
Excellent: £3900 – £6300



DEFENDER 200TDI

1990 TO 1994

DESIGNED FOR the Discovery, Land Rover's 200Tdi engine also ended up under the bonnet of the Ninety and One Ten, which were renamed Defender 90 and 110 to avoid confusion with the new model. This was the beginning of the golden era of Defenders and many would argue the greatest vehicles ever built. Recent owners will be pleased to hear there is a plentiful supply of engines and gearboxes from scrapped Discoverys of the same era.

BUYER'S TIP: Try to find one on a galvanised chassis.

SPECIFICATIONS

2.5-litre turbo-charged, direct-injection diesel. 107 bhp, 195 lb-ft torque. LT77S five-speed transmission.

PRICE GUIDE

Project: £2500 – £3500
Average: £3500 – £6000
Good: £6000 – £12,000
Excellent: £12,000 – £35,000



RANGE ROVER 2 (P38A)

1994 TO 2002

BETTER THAN some would have you believe, the second-generation Range Rover's reputation for unreliability is sometimes undeserved. For a luxury 4x4, prices are very low. No serious rust issues to speak of and if you are handy with electrics and a laptop computer, you can use diagnostic software to solve most problems. The only downside: replacement parts can be pricey. The diesel option is a BMW six-pot turbo.

BUYER'S TIP: A lot of luxury for not much money.

SPECIFICATIONS

4.0: 4-litre V8 petrol, 185 bhp, 235 lb-ft torque. **4.6:** 4.6-litre V8 petrol, 225 bhp, 277 lb-ft torque. **2.5:** 2.5-litre six-cylinder turbo diesel, 134 bhp, 199 lb-ft torque. R380 manual or ZF four-speed auto, permanent four-wheel drive.

PRICE GUIDE

Project/trade: £300 – £800
Average: £800 – £2000
Good: £2000 – £3400
Excellent: £3400 – £6700



FREELANDER 1

1997 TO 2006

AN AFFORDABLE entry-level Land Rover, but looking dated now. The 1.8 petrol engines are troublesome and best avoided. We'd opt for the more reliable diesel, which is economical and mechanically simple, but make sure it has been properly serviced, with particular attention to timing belt renewal. The later TD4 is more complicated but is chain-driven so no timing belt worries. Best news of all: Freelander has no rust issues to worry about.

BUYER'S TIP: Td4 diesel is a great secondhand buy.

SPECIFICATIONS

Petrol: 1.8-litre four-cylinder petrol, 118 bhp, 121 lb-ft; 2.5-litre V6 petrol, 177 bhp, 177 lb-ft torque. **Diesel:** 1997-2000. 2-litre Rover four-cylinder turbo diesel, 96 bhp, 155 lb-ft torque. R380 five-speed transmission. 2000-2006: 2-litre BMW Td4, 110 bhp, 192 lb-ft.

PRICE GUIDE

Project: £300 – £650
Average: £650 – £1700
Good: £1700 – £3000
Excellent: £3000 – £5600



DEFENDER 300TDi

1994 TO 1998

WHEN THE Discovery 1 received the refined new 300Tdi engine, so did its Defender stablemate. Reliable, simple and easy to modify, these Defenders are as popular as ever. LWB 110s are usually cheaper, with the short wheelbase 90s in biggest demand. Good ones hold on to their value and will always be easy to sell. The 300Tdi is a legendary lump that is good for 250,000 miles if properly serviced, with timing belts changed at correct intervals.

BUYER'S TIP: Still as popular as ever.

SPECIFICATIONS

2.5-litre turbocharged, direct-injection diesel. 111 bhp, 195 lb-ft torque. R380 five-speed transmission.

PRICE GUIDE

Project: £2700 – £3600
Average: £3600 – £6200
Good: £6200 – £12,000
Excellent: £12,000 – £40,000



DISCOVERY 2

1998 TO 2004

THE DISCOVERY 2 retained the stepped-roof looks and basic shape of its predecessor, but got an improved chassis, bodysell and suspension, along with new engines and axles. It was the best-handling Land Rover in its day and there are plenty to choose from. V8 petrols are expensive to run, Td5 diesels economical. The bodies last well, but underneath the chassis can suffer catastrophic corrosion – and values are falling fast because of that.

BUYER'S TIP: Carefully check that chassis for rust.

SPECIFICATIONS

Td5: 2.5-litre five-cylinder turbo diesel, 122 bhp, 221 lb-ft torque. **V8:** 4-litre V8 petrol, 185 bhp, 235 lb-ft torque. R380 manual or ZF four-speed auto, permanent four-wheel drive.

PRICE GUIDE

Poor: £1000 – £1500
Average: £1500 – £2300
Good: £2300 – £3700
Excellent: £3700 – £6500



DEFENDER TD5

TD5 – 1998 TO 2007

THE FIVE-CYLINDER Td5 was the last Land Rover-derived diesel engine and it has proved pretty bulletproof over the years. Now in great demand as prices for all Defenders steadily rise. There are a good number of special editions to choose from and, if you are looking for a utility vehicle, a healthy amount of truck cabs and hard tops are always on sale. Reliable, but check service history.

BUYER'S TIP: Check for rear crossmember rust.

SPECIFICATIONS

2.5-litre five-cylinder turbo diesel, 122 bhp, 221 lb-ft torque. R380 five-speed transmission, permanent four-wheel drive.

PRICE GUIDE

Poor: £4100 – £5000
Average: £5000 – £7100
Good: £7100 – £12,000
Excellent: £12,000 – £17,000





RANGE ROVER 3 (L322)

2002 TO 2012

THE THIRD-GENERATION Range Rover remains a vehicle to aspire to own. Earlier examples are very affordable, but don't underestimate the running costs – especially from the petrol V8s. The Td6 is, of course, more economical. Drivetrain and electric problems are not unknown, although most electronics can be sorted with modern diagnosis equipment. These vehicles don't go wrong very often, but when they do replacement parts can be pricey.

BUYER'S TIP: Prices tumbling – but not cheap to run.

SPECIFICATIONS

2002-2005: 4.4-litre BMW V8 petrol, 282 bhp, 325 lb-ft torque.
2002-2007: 3.0-litre BMW Td6 turbo diesel, 177 bhp, 287 lb-ft torque.

PRICE GUIDE

Poor: £3900 – £4800
Average: £4800 – £7000
Good: £7000 – £9000
Excellent: £9000 – £36,000



DISCOVERY 3

2004 TO 2009

WITH A production run of just five years before it was replaced, the Discovery 3 is the shortest-lived Land Rover model of modern times. Early models suffered reliability issues, usually caused by water ingress into the electrics. Running costs are high on the thirsty (ex-Jaguar) 4-litre V8 petrol models, but the vast majority of models on the secondhand market are economical 2.7 V6 diesels, which offer sensible running costs. No rust issues.

BUYER'S TIP: Check for full service history.

SPECIFICATIONS

2.7-litre V6 turbo diesel, 190bhp, 324 lb-ft torque.
4.4-litre V8 petrol, 300bhp, 313 lb-ft.

PRICE GUIDE

Poor: £4000 – £5000
Average: £5000 – £8000
Good: £8000 – £9600
Excellent: £9600 – £16,000



RANGE ROVER SPORT 1

2005 TO 2013

THE SPORT fulfils the fast premium 4x4 segment with style. It shares the same platform as the Discovery 3/4 and is just as impressive off-road. A great long-distance cruiser and entertaining on the right roads. If you need a load-lugger though, the more versatile Discovery is better. Tyres, brakes and suspension tend to have a hard time, so buy carefully. Despite being replaced by the second-generation Sport, early models don't look at all dated.

BUYER'S TIP: Good ones are still in demand.

SPECIFICATIONS

2005-2009: 2.7-litre V6 turbo diesel, 190 bhp, 324 lb-ft. 4.4-litre V8 petrol, 300 bhp, 313 lb-ft. Supercharged V8 390 bhp, 406 lb-ft. **2009-on:** 3.0-litre V6 diesel, 244 bhp, 442 lb-ft. 3.6-litre TDV8 diesel, 272 bhp, 472 lb-ft.

PRICE GUIDE

Poor: £8000 – £11,000
Average: £11,000 – £13,000
Good: £13,000 – £15,600
Excellent: £15,600 – £40,000



DEFENDER TDCi

TDCi 2007 TO PRESENT

FOUR-CYLINDER Ford turbo-diesel (borrowed from the Transit van) matched to a six-speed gearbox and an all-new dashboard were all part of 2007's major revamp. The loss of front air vents and the distinctive humped bonnet aren't to everyone's taste – and not everybody loves the transmission either – but the brilliant off-road ability remains. The original 2.4-litre engine was replaced for 2012 with a new 2.2 with better emissions. UK production ends late this year.

BUYER'S TIP: Values holding as well as ever.

SPECIFICATIONS

2007-2012: 2.4-litre four-cylinder turbo diesel, 122 bhp, 221 lb-ft torque. **2012-on:** 2.2-litre four-cylinder turbo diesel, 122 bhp, 265 lb-ft torque. Six-speed MT85 gearbox, permanent four-wheel drive.

PRICE GUIDE

Poor: £6600 – £8500
Average: £8500 – £12,400
Good: £12,400 – £17,600
Excellent: £17,600 – £50,000



FREELANDER 2

2006 TO 2015

A BIG improvement on Freelander 1. The towing capacity is just 2000 kg compared to the 3500 kg of bigger Land Rovers, but it's a worthy alternative to a Discovery. Lack of low range and ground clearance prevents hardcore off-roading, but it is still competent in the rough. Reasonable on fuel and with a decent-sized boot, too, there are no rust issues and it's ultra-reliable. Residual values falling now it has been superseded by Discovery Sport.

BUYER'S TIP: An economical and trouble-free buy.

SPECIFICATIONS

2.2-litre four-cylinder turbo-diesel, 150 bhp, 295 lb-ft torque. Six-speed manual gearbox with optional stop/start (eD4) or six-speed automatic. Permanent four-wheel drive.

PRICE GUIDE

Poor: £5100 – £6600
Average: £6600 – £8400
Good: £8400 – £10,000
Excellent: £10,000 – £18,000



DISCOVERY 4

2009 TO PRESENT

ALTHOUGH FROM the outside it looks like its predecessor, even sharing a few body panels, under the skin this is a very different animal altogether. With a powerful new diesel engine and all the reliability issues of the Discovery 3 now gone, this brilliantly versatile vehicle is as popular now as it was six years ago. It's a true seven-seater but fold those seats flat and you've got a cargo area comparable to a Transit van. The ultimate family car.

BUYER'S TIP: The very best tow car, bar none.

SPECIFICATIONS

3.0-litre V6 turbo diesel, 244bhp, 442 lb-ft torque.

PRICE GUIDE

Poor: £9,000 – £14,000

Average: £14,000 – £17,000

Good: £17,000 – £24,000

Excellent: £24,000 – £58,000



RANGE ROVER EVOQUE

2011 TO PRESENT

NOT A favourite with Land Rover enthusiasts, but a huge hit with the general public who have turned it into the brand's best-selling model. Two-wheel drive is more economical, but 4WD is the better performer – and it's not bad off-road. Launched in 2011, there are lots available on the market and as such some real bargains. Look for one with a panoramic roof as it brings welcome light to an otherwise gloomy cabin. Reliable and trendy? Yes. Practical? Not so much.

BUYER'S TIP: Plenty to choose from, so be picky.

SPECIFICATIONS

2.2-litre four-cylinder turbo diesel, 147 bhp or 197 bhp; 2-litre petrol, 237 bhp. Six-speed manual or automatic gearbox. Two-wheel and four-wheel drive.

PRICE GUIDE

Poor: £9,000 – £14,000

Average: £14,000 – £17,500

Good: £17,500 – £23,000

Excellent: £23,000 – £42,000



RANGE ROVER 4 (L405)

2012 TO PRESENT

WITH ITS aluminium chassis the fourth generation Range Rover is 420 kg lighter than its predecessor and, coupled with efficient new diesel engines, it's more frugal than any previous Range Rover. It's all comparative though! Taking depreciation into account, it will be several years before secondhand models offer economical motoring for all but the well-heeled. At present, values holding well.

BUYER'S TIP: A lot of car if you've got deep pockets.

SPECIFICATIONS

3-litre V6 (258 bhp) and 4.4-litre V8 (339 bhp) turbo-diesel engines; supercharged 5-litre V8 petrol (510 bhp). Eight-speed automatic gearbox.

PRICE GUIDE

Poor: N/A

Average: £39,000 – £45,000

Good: £45,000 – £64,000

Excellent: £64,000 – £100,000+



RANGE ROVER SPORT 2

2013 TO PRESENT

ALTHOUGH THE Range Rover Sport 2 is now cascading down to the secondhand market, a new one may prove a tempting purchase for those considering buying a secondhand Range Rover 4. Not only is it £20,000 cheaper, but performance, handling and economy are all better than its big brother. Although few will ever see a greenlane run, it's a brilliant off-road performer. Like all modern Land Rovers, it has a reputation for reliability too.

BUYER'S TIP: A future classic in the making.

SPECIFICATIONS

3-litre TDV6 (254 bhp) and SDV6 (288 bhp) turbo diesel engines; supercharged 5-litre V8 petrol (503 bhp). Eight-speed automatic gearbox.

PRICE GUIDE

Poor: N/A

Average: £39,000 – £42,000

Good: £42,000 – £49,000

Excellent: £49,000 – £75,000



DISCOVERY SPORT

2015 TO PRESENT

WHILST ON paper it replaces the Freelander 2, in reality the Discovery Sport is a very different beast altogether. Like all Land Rovers, it's built to be best in class off-road, but its on-road handling is astonishing, too. LRM editor Dave got the opportunity to drive it for hours on solid ice, in Iceland, and it never put a foot wrong. Considering all of the new technology, this versatile mid-size SUV represents excellent value for money. One of the most important cars of 2015.

BUYER'S TIP: Gets new Ingenium engine later this year.

SPECIFICATIONS

2.2-litre SD4, 190bhp. Six-speed manual and nine-speed automatic gearboxes.

PRICE GUIDE

Poor: N/A

Average: N/A

Good: N/A

Excellent: N/A

(new prices start at £32,395)

www.adrianflux.co.uk

Adrian Flux is a leading provider of car insurance for Land Rover vehicles. The website features a navigation menu with links to 'Home', 'About Us', 'Contact Us', 'Land Rover Insurance', 'Land Rover Parts', 'Land Rover Accessories', and 'Land Rover Services'. The main content area highlights 'OFF Road & Tax Insurance' and 'Cheaper Insurance for your 4wheel drive'. A large image shows a Land Rover Defender in a desert setting. The footer includes the company name 'Adrian Flux' and the tagline 'The experts in Land Rover insurance'.

Cheaper insurance for your 4wheel drive

www.ajdlandrovers.co.uk

A.J.D. Landrovers is a specialist in Land Rover parts and accessories. The website features a navigation menu with links to 'Home', 'About Us', 'Contact Us', 'Land Rover Parts', 'Land Rover Accessories', and 'Land Rover Services'. The main content area highlights 'UK' and 'Export' sections. A large image shows a Land Rover Defender in a desert setting. The footer includes the company name 'A.J.D. Landrovers' and the tagline 'Proud to supply Land Rover parts, spares and accessories'.

Proud to supply Land Rover parts, spares and accessories

www.automotivecomp.com

Automotive Comp is a specialist in engine and cylinder head services. The website features a navigation menu with links to 'Home', 'About Us', 'Contact Us', 'Engine Services', 'Cylinder Head Services', and 'Performance Components'. The main content area highlights 'Engine Services' and 'Cylinder Head Services'. A large image shows a Land Rover Defender in a desert setting. The footer includes the company name 'Automotive Comp' and the tagline 'Engines, Cylinder Heads and Performance Components'.

Engines, Cylinder Heads and Performance Components

www.all4wheelsgear.com

All 4 Wheels Gear is a specialist in car parts and accessories. The website features a navigation menu with links to 'Home', 'About Us', 'Contact Us', 'Car Parts', 'Car Accessories', and 'Car Services'. The main content area highlights 'Car Parts' and 'Car Accessories'. A large image shows a Land Rover Defender in a desert setting. The footer includes the company name 'All 4 Wheels Gear' and the tagline 'The Quality Parts For Land Rovers'.

The Quality Parts For Land Rovers

www.bearmach.com

Bearmach is a specialist in car parts and accessories. The website features a navigation menu with links to 'Home', 'About Us', 'Contact Us', 'Car Parts', 'Car Accessories', and 'Car Services'. The main content area highlights 'Car Parts' and 'Car Accessories'. A large image shows a Land Rover Defender in a desert setting. The footer includes the company name 'Bearmach' and the tagline 'The Quality Parts For Land Rovers'.

www.bespokecars.co.uk

Bespoke Cars is a specialist in car parts and accessories. The website features a navigation menu with links to 'Home', 'About Us', 'Contact Us', 'Car Parts', 'Car Accessories', and 'Car Services'. The main content area highlights 'Car Parts' and 'Car Accessories'. A large image shows a Land Rover Defender in a desert setting. The footer includes the company name 'Bespoke Cars' and the tagline 'The Quality Parts For Land Rovers'.

www.britpart.com

Britpart is a specialist in car parts and accessories. The website features a navigation menu with links to 'Home', 'About Us', 'Contact Us', 'Car Parts', 'Car Accessories', and 'Car Services'. The main content area highlights 'Car Parts' and 'Car Accessories'. A large image shows a Land Rover Defender in a desert setting. The footer includes the company name 'Britpart' and the tagline 'The Quality Parts For Land Rovers'.

www.britishparts.co.uk

British Parts is a specialist in car parts and accessories. The website features a navigation menu with links to 'Home', 'About Us', 'Contact Us', 'Car Parts', 'Car Accessories', and 'Car Services'. The main content area highlights 'Car Parts' and 'Car Accessories'. A large image shows a Land Rover Defender in a desert setting. The footer includes the company name 'British Parts' and the tagline 'The Quality Parts For Land Rovers'.

Parts for Discovery Series I & II, Range Rover L322, P38A and Classic, Freelander & Defender

www.cws4x4.co.uk

CWS4x4 is a specialist in car parts and accessories. The website features a navigation menu with links to 'Home', 'About Us', 'Contact Us', 'Car Parts', 'Car Accessories', and 'Car Services'. The main content area highlights 'Car Parts' and 'Car Accessories'. A large image shows a Land Rover Defender in a desert setting. The footer includes the company name 'CWS4x4' and the tagline 'The Quality Parts For Land Rovers'.

Breaking All 4x4

www.daslr.co.uk

DAS LR Ltd is a specialist in car parts and accessories. The website features a navigation menu with links to 'Home', 'About Us', 'Contact Us', 'Car Parts', 'Car Accessories', and 'Car Services'. The main content area highlights 'Car Parts' and 'Car Accessories'. A large image shows a Land Rover Defender in a desert setting. The footer includes the company name 'DAS LR Ltd' and the tagline 'The Quality Parts For Land Rovers'.

Independent Land Rover Specialists
Parts, Service, Repairs, Modification & Refurbishment

www.devon4x4.com

Devon4x4 is a specialist in car parts and accessories. The website features a navigation menu with links to 'Home', 'About Us', 'Contact Us', 'Car Parts', 'Car Accessories', and 'Car Services'. The main content area highlights 'Car Parts' and 'Car Accessories'. A large image shows a Land Rover Defender in a desert setting. The footer includes the company name 'Devon4x4' and the tagline 'The Quality Parts For Land Rovers'.

www.footmanjames.co.uk

Footman James is a specialist in car parts and accessories. The website features a navigation menu with links to 'Home', 'About Us', 'Contact Us', 'Car Parts', 'Car Accessories', and 'Car Services'. The main content area highlights 'Car Parts' and 'Car Accessories'. A large image shows a Land Rover Defender in a desert setting. The footer includes the company name 'Footman James' and the tagline 'The Quality Parts For Land Rovers'.

Insurance Specialists.
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www.kahndesign.com

Kahn Design is a specialist in car parts and accessories. The website features a navigation menu with links to 'Home', 'About Us', 'Contact Us', 'Car Parts', 'Car Accessories', and 'Car Services'. The main content area highlights 'Car Parts' and 'Car Accessories'. A large image shows a Land Rover Defender in a desert setting. The footer includes the company name 'Kahn Design' and the tagline 'The Quality Parts For Land Rovers'.

www.lancasterinsurance.co.uk

Lancaster Insurance is a specialist in car insurance services. The website features a navigation menu with links to 'Home', 'About Us', 'Contact Us', 'Car Insurance', 'Land Rover Insurance', and 'Performance Components'. The main content area highlights 'Car Insurance' and 'Land Rover Insurance'. A large image shows a Land Rover Defender in a desert setting. The footer includes the company name 'Lancaster Insurance' and the tagline 'The Quality Parts For Land Rovers'.

4X4 Insurance

www.landcraft4x4.co.uk

Landcraft 4x4 is a specialist in car parts and accessories. The website features a navigation menu with links to 'Home', 'About Us', 'Contact Us', 'Car Parts', 'Car Accessories', and 'Car Services'. The main content area highlights 'Car Parts' and 'Car Accessories'. A large image shows a Land Rover Defender in a desert setting. The footer includes the company name 'Landcraft 4x4' and the tagline 'The Quality Parts For Land Rovers'.

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BACK ISSUES



DECEMBER 2014

ULTIMATE ICON 3.2; Range Rover Sport Survival Guide; Across the Great Divide; Algarve Adventure; Defender TDCi clutch; Replace body cappings; Series I dedication; Cotswolds greenlaning



JANUARY 2015

ULTIMATE LAND ROVER Buying Guide; Stunning early Range Rover Classic; Survival Guide: 2.25 petrol engine (part 1); Essex greenlanes; Discovery Mpi; Bulkhead repairs; P38 ABS system; Classic Q&A



WINTER ISSUE

WINTER DRIVING Advice; Christmas Gift Guide; New Forest Defenders; Stage One V8 Project completed; Holland & Holland Range Rovers; 2.25 petrol engine (part 2); Series II rebuild; Freelander 2 service



FEBRUARY 2015

HISTORY OF LRM; Discovery Sport: 1st drive; 1998 Anniversary Defender V8; Engines of the future; Tanzania safari; Series I restoration; Td5 engine explained; Discovery front bearings; Classic Q&A



MARCH 2015

SUPER-FAST 6.2 V8 Defender; Herefordshire greenlaning; Range Rover Evoque Survival Guide; Electric Defender; Freelander Service Guide; 6x6 Defender; Around the World Adventure; Classic Q&A



APRIL 2015

HOW TO make your Land Rover last for ever; Darien Gap: exclusive interview; Series I fire engine; North Yorkshire greenlaning; Series gearboxes; Lock grip wrenches; Exploring France by Land Rover



MAY 2015

MAKE THE most of summer in a topless Defender; Discovery 2 expedition truck; Heritage production line; Early 5-door Range Rover; Soldering torches tested; Defender air conditioning retrofitted



JUNE 2015

DEFENDER MONSTER Truck; HM the Queen's Series III; Forward Control 101 Survival Guide; Nottinghamshire greenlaning; Defender air-con; Classic Q&A; Freelander wheel bearing replacement



JULY 2015

EXPEDITION SPECIAL: How to travel the world in your own Land Rover; Range Rover rescue; Series transmissions; Defender chassis swap; Somerset greenlaning; WW1 battlefields tour



AUGUST 2015

BUYING GUIDE: Defender Wolf; AC/DC star Brian Johnson; Series I double cab; Range Rover stretch limo; Defender mobile bar conversion; rust remedies; how to fit cruise control



SEPTEMBER 2015

GRAND ROVER: Buying a Land Rover for less than £1000; How to weld (part 1); Essential towing advice; Australian adventure; NAS Defender 90; Series III eBay bargain; Dunsfold open weekend



OCTOBER 2015

BILLING SHOWSTOPPERS; Defender 90 rebuild; Greenlaning Survival Guide; Freedom Trailers; Wales greenlanes; How to weld (part 2); Metal cutters tested; Travelling chef's Series III

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[ANDY LEANING, TAUMARUNUI, NEW ZEALAND, DIESEL MECHANIC]

SERIES III V8

How did you find your project vehicle?

I saw it in the local scrapyards looking all dejected with a tear in its eye.

What issues did you find when you were stripping the chassis?

The cross members were rotten and had to be replaced. Both front outriggers were, too. The chassis was sandblasted then painted, and then all the inside channels were sprayed with fish oil.

Why a Series III?

Because there are not many Series III V8s in New Zealand so it seemed a bit more unusual. I've had Series III and early Range Rovers in the past so I get the best of both worlds: the Series III feel with all the Range Rover powertrain. The early Range Rover four-speed gearbox coupled with the 3.5 V8 makes for a pretty robust vehicle.

What is the aim of this project?

It's going to be two-door full canvas tilt with a pick-up back on it, so the canvas will come from the windscreen. I'm going

to put military roll bars in the back and military toolboxes that fit on the military body. My final aim is to make it look like the Tomb Raider Land Rover when it's all finished.

How long have you been working on the project?

Around 14 months ago I started work by stripping it down.

What is the next stage of the project?

Once the wiring loom is in and the dashboard fitted, I will be concentrating on completing the bodywork.

How hard is it to find Land Rover projects in New Zealand?

If you want a project to do it is easier to find them in this country if you look about. There are a lot about ranging from the early Series I to the Series III, but not so many later ones like the Defenders, which have sky-rocketed in price. The old ones are still in reasonable condition, which is why I got another V8 that I used for parts.

Have you got any travel plans for your restored Series III when the project is completed?

We are going to do a South Island trip spanning three or four weeks that will involve driving over 3500 kilometres around the island.

What will you do with the remains of the donor vehicles?

They are going up to my friend Mark up in Dargaville, who is building another V8 Land Rover.

What has been the most challenging part of the restoration so far?

Surprisingly it's not been that challenging so far – it's been an enjoyable experience. It's been a complete restoration down to every nut and bolt being resourced and re-used or replaced with new ones.

The moral of this story?

There is no reason why any Land Rover should rot away. They can always just be rebuilt. That is why they are the most eco-friendly vehicles in the world.

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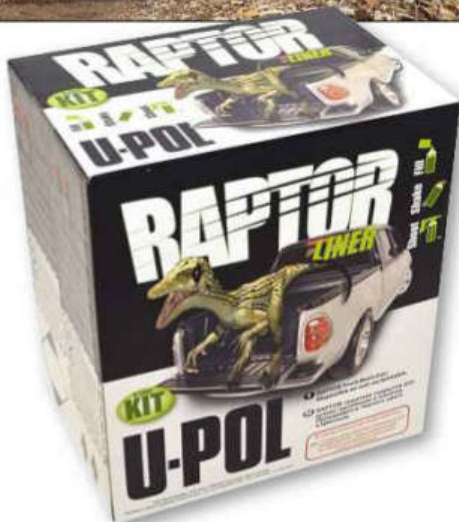
RAPTOR is a highly durable protective coating that ensures protection against mechanical damage, fuels, hydraulic oils, rust, corrosion, salt water, damp, extreme temperatures and off-road muddy good fun.

APPLICATION AREAS

- > Chequer plate and grills
- > Loading area
- > Underbody protection
- > Bumpers and bull bars
- > Sills, side rails and steps
- > Wheels and wheel arches
- > Part and full vehicle overspray
- > And much more...

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One half of this Discovery 1 corner bumper is a very tired looking, tatty and weather beaten bit of plastic. The other half is transformed with a coating of Raptor and it will stay like this as RAPTOR is UV resistant.



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RAPTOR is available in black and tintable versions. The tintable version can be altered to suit the colour of your vehicle by adding a small amount of automotive solvent paint. **RAPTOR** can be applied as a smooth finish through to a very coarse finish.

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- > SMC

USAGE

- > Automotive
- > Off-road
- > Marine
- > Commercial
- > Industrial
- > Agricultural

APPLICATION METHODS

- > U-POL Stonechip gun
- > Roller
- > Brush

*Some substrates require additional surface preparation before applying RAPTOR.



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